

The Official News Publication of the Corsair Trimaran Owners Association and Corsair Marine

CORSAIR

the magazine

ISSUE 5, YEAR 2002

Corsair Marine
Launches the
1200-Member
**Corsair Trimaran
Owners Association**

Corsair World Championships
Coming Soon

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COVER: Below the hull of a Corsair 31 Ultimate Cruiser in the cobalt waters of Hawaii — Erik Ander photo.



BACK COVER: Corsair 31UC at rest on the Sea of Cortez — Al Pagel photo.

ANNOUNCEMENT! did you get yours?

Dear Reader,

Welcome to the first issue of *CORSAIR the Magazine*, now the official news publication of the Corsair Trimaran Owners Association (CTOA)! From this issue forward at least half of each magazine will be news and views of and from the owners of Corsair Trimarans worldwide.

If you received this issue and own a Corsair, you also should have received your **membership packet** by now. Pictured to the right, your welcome letter, outlining the benefits of your free membership to the CTOA, was mailed to you the end of June. The packet includes a perforated/punch out membership card which should be carried with you when you attend Corsair sponsored or sanctioned events; your membership will offer you many discounts to an ever-growing list of entrance fees and goodies!

If you did not receive your membership packet, please contact Corsair Marine via our new toll-free number 1-877-FAST TRI or by email to corsair@corsairmarine.com and we will correct your contact information and re-send your membership package. Welcome aboard the CTOA! |



CORSAIR

the magazine

The Official News Publication of the Corsair Trimaran Owners Association and Corsair Marine

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We just took delivery of Corsair 31CC Adelst, and thanks to considerable effort and logistical support from cedar Don Wigston of Windcraft, Inc., I'm pulling into the terminal of the Atlanta airport with the boat in tow to pick up my family for a cruise to the Florida Keys....by Glenn Howell

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PUBLICATION

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CTOA Publications Chair: To be Announced
Contributing Editor: Carolyn Albee (*Corsair Marine*)

CORSAIR the Magazine solicits articles, photographs and advertising (rates and specifications available on request). Currently, *CORSAIR* does not have a budget for compensating authors and photographers. Please inquire about advertising and send any and all editorial and photographic submissions to:

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Email: PRL105636@att.net

1-800-FAST TRI

Corsair Marine has added a toll-free line to its customer service program. If you want to try a Corsair, call toll-free for demo scheduling. If you need a technical question answered from a remote location, try fast answers toll-free.

1-800-FAST TRI

N

ews as it unfolds

"What's on that sail out there?"

"I don't know,
the boat's
going so fast
it's just a blur!"

In the next few months, sailors everywhere can expect to find themselves heating up their own boats to chase down unfamiliar sail logos zipping by on the horizon. They'll have a hard time catching up, but if they do the first thing they'll think is: "That must be a Corsair Trimaran, it's so fast and sleek." Then: "But I've never seen that brand on a sail before?"



What is it, then? New, from Corsair Marine, just in time to appear on the 2002/2003 line of Corsair 24s, 28s, 31s — and soon the fantastic Corsair 36 — Corsair Marine's sail logo for the fast, new future!

Continued on top right of page 5

Fast Forward

New Corsair Model, New Association, New Directions



Corsair Marine recently placed an ad in the 40th Anniversary issue of *Sailing World*. Now *Sailing World* isn't the most effective place we advertise — because despite the fact that Corsairs perform like nothing else out there, about 85% of Corsair owners aren't really into racing much — but the ad spread was themed, and it seemed an opportunity to tell a bit of our story in a compelling way so we opted to do so. The theme: defining moments. The editors asked that we come up with what we considered to be pivotal times in the history of Corsair Marine. Here's what an exercise in history and reflection netted:

"Corsair Marine was started with a sizeable investment. Although we knew the high performance, comfortable, safe and fun trailerable trimarans we build would revolutionize sailing and give thousands decades of unsurpassed enjoyment, we also knew it's hard to keep a boatbuilding company operating in the black. So, when Corsair Trimarans acquired a new owner in 1994 and had to completely stand on its own feet, we had a moment of reckoning: would sales support the company's future? And then, a defining moment: it started with selling 17 boats at the Annapolis show that year; then we experienced a growth period surpassing any we could have hoped for. That's when we knew Corsair Trimarans had created a new category of sailboats, a new way of sailing, and were here to stay. Now, eight years later with another production facility opening in Australia and the launch of the new Corsair 36, we experience our second defining moment: we become the international production builder of trailerable sailing trimarans that has carved out what we believe to be an entirely new category of watercraft: not a "monohull" not a "multihull" — a CORSAIR.

Corsair Marine has built 1,185 trailerable trimarans since 1985." (More in that period incidentally than our only real 'competitor' building performance monohulls.)

So the exercise of isolating defining moments gave profound credibility to Corsair's motivation to make some major changes in the way we sell boats, the way we support our owners, the way we present Corsair and the people who sail Corsairs to the world. It reaffirmed that we know who our owners are, what they want, how they like to sail; and it confirmed that the changes in business practice we're incorporating are appropriate to our product, customer base and growth.

As you read the following pages, please keep two things in mind: 1. If we are reporting on Corsair's involvement in the Corsair Trimaran Owners Association and assorted events, we hope for your input as it is your association and your sport; and 2. If we are reporting on the business of being Corsair and how we build boats, we hope for your input as we are building them for you! Our pledge to you is twofold: we will be responsive whenever you request a response, and we will do everything we do with one thing in mind: all of us having more FUN! ||

...we will do everything we do with one thing in mind: all of us having more FUN!

Patricia Rae Linn — Marketing Director/Owner Liaison

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TRIMARANS

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Nautica Jacket
Nautica Shirt
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Rain Slicker
Sport Shirt
Vest
Wind Shirt

Corsair Marine is pleased to announce our new online store featuring top quality gear with the "Corsair Trimarans" logo, on an assortment of items that will please the most discriminating Corsair enthusiast. Corsair Marine has teamed up with Corporate Sports Apparel (CSA) to bring you this exciting line of accessories. Now there is no excuse not to sport the fastest logo on the water. All of our gear can be personalized or customized with your boat's name. We can also provide event-specific shirts, hats, etc. Keep checking back as we change and add to this exciting line of Corsair gear. www.corsairmarine.com.

New Corsair Dealer

Off the Wind Yachting

One of Corsair's newest dealers, Michael Gettinger has been in the sailing business for over 20 years. As a professional yachtsman, he has participated in many high profile yacht races — including "The Race" around the world on 105-foot catamaran *Legato*. Michael has a particular interest in high-performance multihull sailing. He has actively raced the Corsair 28R, 27, 31 and more recently his new Corsair 24 MkII *Superfly*.

Michael now resides in Colorado and intends to combine his extensive yachting experience and enthusiasm for Corsair boats to market Corsairs in the Rocky Mountain Regions. In doing this he hopes to build on the existing Corsair racing fleet and promote Corsair boats as an excellent cruising alternative for both lake and ocean sailing. Michael's extensive sailing experience and passion for Corsair boats makes him a very welcome addition to our Dealership Team.

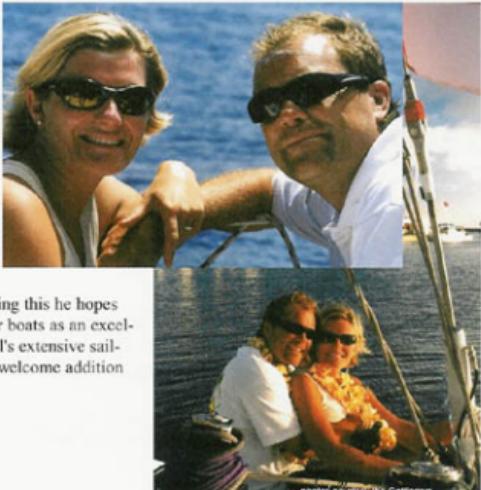
Contact Off the Wind: info@offthewind.com
1527 Blake Avenue, Suite 201, Glenwood Springs, CO 81605
Tel.: 970-945-7999, cell: 970-379-1466, fax: 970-384-2174

What's that...? continued

Representative of a growing company, building innovative trimaran models, this is the image that proudly hails the new breed in speed.

Currently, you'll see this logo followed by 24 for the Corsair 24 MkII, 28 for the full-accommodation Corsair 28, 28R to designate the Corsair 28 trimmed down for sheer performance, and 31 R for the big boat, the totally luxurious Corsair 31, and the Corsair 31R all-about-adrenaline machine. Not to mention, only months away, don't be surprised when zooming past you think you see this logo followed by a 36 — it's coming!

"There you have it," explains Mike Stiles of Corsair Marine. "the simple shape of the future of performance sailing without amenity sacrifice. But don't feel too badly if this is the clearest image you ever see of our new sail logo — we wouldn't be doing our job of building the best performing trailerable trimarans in the world if it weren't just a flash on the sails of Corsair Trimarans sailing at full tilt!"

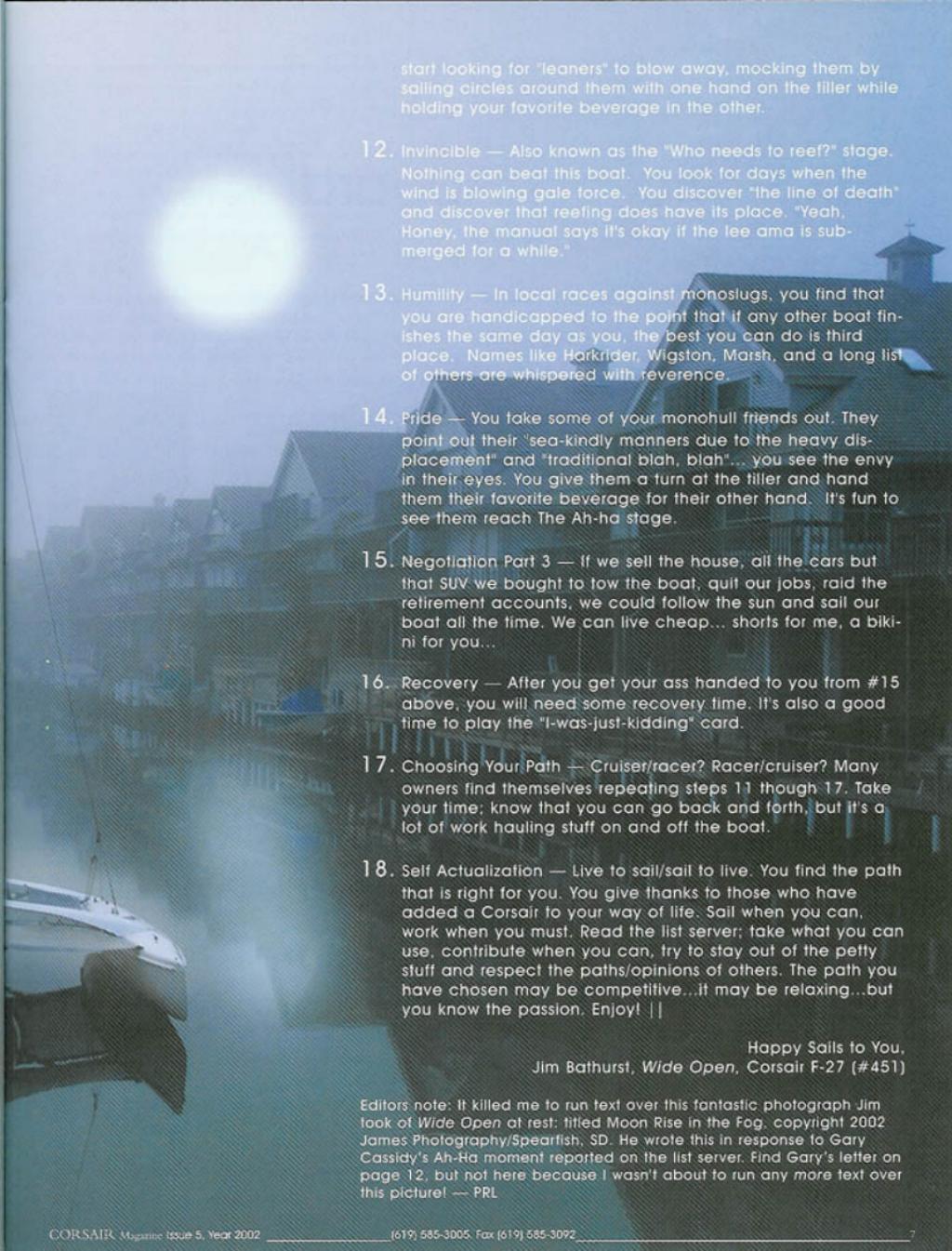


Congratulations Gary

You've reached the 'Ah-ha' stage

("Now I get it!") like many life-changing experiences, your indoctrination into Corsair sailing will go through predictable stages...

1. Discovery — What the hell was that? It just blew by me like I was still tied to the dock!
2. Inquiry — Hey, does anyone know anything about those trimaran things?
3. Shock — They get HOW MUCH for one of those?
4. Gathering — Hi, could you send me some information on...?
5. Negotiation — Honey, if we sell our boat, your station wagon, don't eat out for the next five years, and if I promise to never ask for anything ever again, I think we could swing one of those trimarans. No, I don't think you'll miss our monohull cabin space. Just think how hot you will look sitting out on the nets while I do everything else on the boat. You know, we can trailer it and go to other places... like that lake close to your Mother's house. (This is also known as The Begging Stage.)
6. Focusing — OK, I've got it narrowed down to the perfect model for us.
7. Ah-ha — Oh my God, I can't believe how this thing sails! (Note to Gary: many people reach this stage before they buy one of their own.)
8. Desperation — Maybe if I sell a kidney...?
9. Negotiation Part 2 — Yeah, yeah, just give me the purchase agreement. This negotiation is MUCH easier than the first negotiation stage.
10. Exhilaration — It's MINE! All mine! (Note to Gary: see where you mixed up some of these stages? It's OK to take them out of order, but eventually you must pass through them all.)
11. Chest Puffing — Sometimes known as The Hunter stage: you



start looking for "leaners" to blow away, mocking them by sailing circles around them with one hand on the tiller while holding your favorite beverage in the other.

12. Invincible — Also known as the "Who needs to reef?" stage. Nothing can beat this boat. You look for days when the wind is blowing gale force. You discover "the line of death" and discover that reefing does have its place. "Yeah, Honey, the manual says it's okay if the lee ama is submerged for a while."
13. Humility — In local races against monoslugs, you find that you are handicapped to the point that if any other boat finishes the same day as you, the best you can do is third place. Names like Harkrider, Wigston, Marsh, and a long list of others are whispered with reverence.
14. Pride — You take some of your monohull friends out. They point out their "sea-kindly manners due to the heavy displacement" and "traditional blah, blah" ... you see the envy in their eyes. You give them a turn at the tiller and hand them their favorite beverage for their other hand. It's fun to see them reach The Ah-ha stage.
15. Negotiation Part 3 — If we sell the house, all the cars but that SUV we bought to tow the boat, quit our jobs, raid the retirement accounts, we could follow the sun and sail our boat all the time. We can live cheap... shorts for me, a bikini for you...
16. Recovery — After you get your ass handed to you from #15 above, you will need some recovery time. It's also a good time to play the "I-was-just-kidding" card.
17. Choosing Your Path — Cruiser/racer? Racer/cruiser? Many owners find themselves repeating steps 11 through 17. Take your time; know that you can go back and forth, but it's a lot of work hauling stuff on and off the boat.
18. Self Actualization — Live to sail/sail to live. You find the path that is right for you. You give thanks to those who have added a Corsair to your way of life. Sail when you can, work when you must. Read the list server; take what you can use, contribute when you can, try to stay out of the petty stuff and respect the paths/opinions of others. The path you have chosen may be competitive...it may be relaxing...but you know the passion. Enjoy! ||

Happy Sails to You,
Jim Bathurst, *Wide Open*, Corsair F-27 (#451)

Editors note: It killed me to run text over this fantastic photograph Jim took of *Wide Open* at rest; titled *Moon Rise in the Fog*, copyright 2002 James Photography/Spearfish, SD. He wrote this in response to Gary Cassidy's Ah-Ha moment reported on the list server. Find Gary's letter on page 12, but not here because I wasn't about to run any more text over this picture! — PRL

W

Welcome Aboard! the new Corsair Trimaran Owner's Association

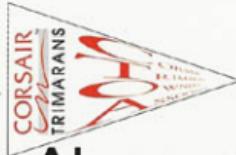
What would
you like to
do?

What would
you like us
to do?

In creating the Corsair Trimaran Owners Association (the CTOA) Corsair Marine hasn't walked down from some mountaintop carrying an inscribed stone tablet of bylaws. Rather, the company has put its energy, experience and backing behind an owners association whose members have the opportunity to effect profoundly the way they play their sport.

It takes time, energy, commitment and financial resources for any group to organize, and dream, and then implement the dream; Corsair Marine knows this, and is committed to giving this opportunity to its owners in every way possible. In this light we have done the groundwork for the CTOA — creating the basic structure of a launch pad if you will.

Continued on top right of page 9



On May 15, 2002, Corsair Marine launched the 1200-member strong Corsair Trimaran Owners Association (CTOA). The announcement was made that day to the network of Corsair Dealers and the officers of the FCA. During the last week of June free memberships were mailed to all Corsair owners worldwide and the press was notified.

The mission of the Corsair Trimaran Owners Association is simple: To provide an organizational vehicle through which all owners of Corsair Trimarans can avail themselves of fun sailing opportunities from regattas, to cruises, to rendezvous where they can compete against and socialize with other owners in quality events sanctioned and sponsored by Corsair Marine.

The Corsair Trimaran Owners Association bylaws, organization structure, class rules, etc. will evolve over the rest of 2002 through discussion and consensus between the association members and the participants from Corsair Marine. Corsair Marine has drafted a general plan specifying how the Corsair Trimaran Owners Association will benefit the owners of Corsair Trimarans, and why Corsair Marine has made the decision to create the Association.

The plan outline and bylaws structure will be posted to the newly formed CTOA list server, available free to all Corsair Owners at www.corsairmarine.com in June. Although Corsair Marine found it necessary to spearhead the creation of this organization, it is a member-driven association, and the list server will give all interested CTOA members the opportunity to contribute to the development of the association mission, bylaws, operational structure, etc.

Benefits to members of the Corsair Trimaran Owners Association — through intertwined management of events, sponsorship of events, membership growth initiatives, event participation initiatives and member benefits packages — are extensive and multi-faceted, including but not limited to:

- >> Corsair Marine will create, sponsor and manage an annual Corsair Trimarans World Championship Regatta, Cruising Games and Owner Rendezvous; it will be a Corsair Cup qualifying event and will move from region to region each year.
- >> Corsair will work with the Corsair Owner's Association to choose three to five events in each region that will be part of the Sail to the Worlds regional points regattas.
- >> Each of the Sail to the Worlds regional points regattas will incorporate both a cruising feature as well as a demo day or days to increase participation from non-racers (the majority of owners) and involve newcomers.
- >> Increased sponsorship through Corsair Marine's strategic alliance with a significant education charity;



- >> Increased participation in events through Corsair development of increased publicity and awareness building;
- >> All sponsored/sanctioned events will offer opportunities for racing and cruising sailors;
- >> All sponsored/sanctioned events will be professionally managed and offer increased levels of educational, recreational and entertainment features;
- >> Corsair Marine's marketing department will compile association news to be incorporated into CORSAIR the Magazine which will serve as the association newsletter free to members;
- >> Corsair Marine will add an association section to the Corsair Marine web site;
- >> Corsair Marine will assist in the PR for all Corsair Trimaran Owners Association events;
- >> Corsair will create and monitor an association list server and assist whenever practicable;
- >> Corsair will pay every new owner's first-year membership dues;
- >> Corsair will assist in establishing class rules, weight and sail measurement rules and certification, etc.
- >> Corsair will work with the members to determine the best types of courses and events for Corsair Trimarans;
- >> Corsair will work with the association to develop new regattas, cruises, rendezvous, owner appreciation events, etc.;
- >> Corsair will contribute medals, merchandise and other items to these events for giveaways, raffles, appreciation awards, etc.;
- >> Corsair will develop other recognitions/awards for building events and fleets;
- >> Corsair will acquire additional items from Corsair suppliers to this same end;
- >> Corsair will help make sure that Corsair calendar events receive the insurances and coverages they should have through US SAILING and other policies;
- >> Corsair will arrange discounted entry fees for Corsair Trimaran Owners Association members to regattas, Corsair sailing school, other events;
- >> Corsair will supply a full range of membership goods, services and events discounts and other goodies;
- >> Association events will be incorporated into Corsair's international advertising when appropriate;
- >> Corsair will extend all of the benefits that are offshoots of Corsair's marketing program as the company develops and grows.

Ultimately, Corsair Marine's pledge to the members of the Corsair Trimaran Owners Association is this: through this new organization, we will have more events, more diverse events, better managed events, and better sponsored events! We will have more opportunities; we will have more FUN! |

For information about the CTOA and contributions to its development, contact: Patricia Rae Linn for Corsair Marine, 11328 N. Flat Granite Dr., Oro Valley, AZ 85737, email: PRL105636@att.net, Tel/Fax: 520-878-0626. To correct your membership information contact: Carlynn Allbee, email: corsair@corsairmarine.com or 1-877 FAST TRL.



Despite the natural tendency for all of us to mock the sometimes laborious process of democracy through committee, it is, after all, the way organizations function. The CTOA will be best able to fulfill its mission(s) if certain committees form, set direction and debate and ratify said directions.

In these early stages of bylaws development, the following areas of interest will need to be considered as possible committees (ultimately requiring officers and committee members if formed):

Class Association (each model)
Racing
Class Rules Review
Cruising
Demo Programs
Publications
Sponsorship
Championships
Appeals

More, or less, depending on the goals the CTOA membership sets for the organization.

You may ask what Corsair Marine's role will be in the CTOA. After the committees are formed, the classes establish their place, chairs and reps will become members of an executive board on which one (perhaps two) person(s) from Corsair Marine will sit. Corsair has a vested interest in CTOA administration in that sanctioning by Corsair leads to Corsair sponsorship and Corsair-acquired sponsorship for which there is an investment by Corsair and Corsair accountability to outside sponsors.

This is the time of open dialogue in the formation of the CTOA. To record your dream or viewpoint, to volunteer for a committee, to contribute a multitude of great ideas no one else has contributed yet, please contact me.

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UN FOR ALL INSIDE THE GOLDEN GATE

Corsair Marine to Host 1st Annual

Corsair Trimaran World Championship Regatta, Cruising Games and Owner Rendezvous

NOOD FLASH

CHICAGO 2002

Trey Ritter reports at press time:

"Hi Guys,

Looks like we have a great class for the Chicago NOOD! We should have a lot of fun. Below is a list of participants.

This year we are requesting that you hand in a signed copy of your rating certificate to the NOOD people. So please be sure to bring a copy and hand it in when you register (if you don't hand it in you will rate -100%).

If you have any questions, please let me know.

Trey Ritter
847-362-5372"

Registered to Date:

Achim, *TRI N CATCH ME* (F-27)

Hartray, Emma (31)

Husted, Ahヤドーん (31R)

Lang, *Rush Hour* (28R)

Reis, *Iris 'R' Us* (31)

Sanders, *Foolin' Fast* (F27)

Schoff, *Gamer* (F-25C)

Shneider, *High Priority 2* (31R)

White, *Stampede* (31)

In an exciting break with the tradition of a predominantly race-oriented, annual National Championship regatta held at the same venue year-after-year, Corsair Marine will host the First Annual Corsair Trimaran World Championship Regatta, Cruising Games and Owner Rendezvous (CTWC) in an exciting new venue: San Francisco, California! The June 2003 dates, to be determined, of this week-long event have been selected for many reasons, the most important based on the nature of the event: this will be a family affair, a family-oriented series of competitions and sport, scheduled after school is out so entire families can attend.

This announcement comes immediately after the public and press notice of the creation of the Corsair Trimaran Owners Association (CTOA), a 1200-member strong Corsair owners organization. The CTOA's mission statement: To provide an organizational vehicle through which all owners of Corsair Trimarans can avail themselves of fun sailing opportunities from regattas, to cruises, to rendezvous where they can compete against and socialize with other owners in quality events sanctioned and sponsored by Corsair Marine.



photo by Bill Block

The Corsair Trimaran World Championship Regatta, Cruising Games and Owner Rendezvous is the first event Corsair Marine puts on the Corsair Marine/CTOA calendar. This first annual event will be open to all CTOA members and anyone CTOA members, Corsair dealers and Corsair Marine include by invitation. In the years to fol-

And other opportunities...

low this 2003 inaugural event, the CTWC will move from venue-to-venue around the country with the lofty goal of branching into two events at some point, the other to travel throughout the rest of the world.

Because there is much work to be done by the members of the CTOA and representatives from Corsair Marine to finalize the bylaws of the CTOA, create a calendar of CTOA/Corsair Marine sanctioned events, and put the organization into a position of full operation, the remainder of the 2002 "championship series" year will also break from tradition. Racing for the Corsair Cup will be suspended for this year (no Cup will be awarded in 2003 for the 2002 season) and will resume during the 2003 racing season (Cup events to be determined) to be presented in 2004 and so on. Corsair Marine will work with CTOA members, management of existing events popular with Corsair owners, as well as managers of events suitable for Corsairs to create a racing, cruising and rendezvous calendar for 2003 and beyond. Part of this program will be the Corsair Trimaran Sailing to the Worlds championship points regatta schedule which the awarding of the Corsair Cup will be based on in the future.

The Corsair Trimaran World Championship Regatta, Cruising Games and Owner Rendezvous will be the model for the types of events Corsair Marine will sanction and sponsor in the interest of the members of the CTOA. The event will have something for everyone: great competitive racing, leisurely cruising and cruising games, an owners rendezvous party, discounted tickets to various things to see and do in the Bay Area in 2003 and at other venues thereafter. The exact dates for the First Annual CTWC will be announced shortly. Meanwhile, plan now to have the time of your life with the CTOA and Corsair Marine in June 2003! ||

St. Joseph Invitational Regatta and Lake Michigan Multihull Championship

The dates are August 10th and 11th. The location is at the St. Joseph River Yacht Club in St. Joseph, Michigan. We are offering awards for the first four places in each of five sections, one of which is the multihull section. The yacht club, including the pool, will be open to any guest of a participating boat so this is a great event for family participation even if most of the family is swimming at the yacht club or our sandy beach on Lake Michigan. We are having our usual party on Saturday night including live music along with dinner and dancing. Access to the party and music is free to any boat and their guests. Dinner is \$8 per person (all you can eat) with drink tickets of \$1 each. Between the monohulls and the multihulls we are expecting around 50 boats this year. The advance entry fee paid before August 1st is \$40. After August 1st the fee is \$55. Registrations will be accepted up to the 8am skippers meeting on August 10th. Trailers can be stored on our club grounds and slips or rafting is available at no charge in the West Basin municipal marina. Interested parties can contact me at 616-982-1302 or they can call the Yacht Club Manager Catherine Hoch at 616-983-6393. || Jeff Alisch



TEXAS OFFSHORE MULTIHULL ASSOCIATION

Tony Townsend, an ex F-27 racer and now TRT 1200 cruiser, and Michael Zotsky, Corsair 28 Class Rep, are working to resurrect the Texas Offshore Multihull Association. TOMA was started in the early 1970's, but has seen little activity in the recent years. With over 60 large multihulls in the Clear Lake, Texas area alone, the area seems right for organized activities to meet, cruise, race, and generally spread the word that more hulls = more fun!

One event that is already scheduled is the Saturday Night Bay races. Last year, there were typically four to eight Corsairs out for these casual, reverse-start races in Galveston Bay. Boats follow a preset 12.9mm course. There is no a luffing rule, and all

yachts are encouraged to maintain a minimum two-boat-length separation from any other yacht. It's all in the interest of safety and FUN, and is an excellent entry into family racing with your Corsair.

Several of the local boat owners have been contacted via e-mail, flyers left on boats, etc. If you're in the Clear Lake, Galveston, or surrounding area, and are interested in cruising, racing or social events, e-mail either Tony or Mike. They want to hear from all interested parties to build a calendar of events for the rest of the year. They also need volunteers willing to work on cruising and racing schedules. ||

Michael Zotsky (mzotsky@houston.rr.com)
Tony Townsend (w001092@airmail.net)



Corsair's 28Rs will be present at Key West Race Week 2003, and a class of 24 is in the works as well! Scheduled to run January 20-24, Key West Race Week is regarded as one of the premier events of the racing season — and it's a really really GOOD TIME. Corsairs have been invited back, and we want you to be a part of the action! Watch our web site (www.corsairmarine.com) for updates on class development and fantastic deals on Key West Edition Corsairs! Feel free to call us any time at 1-877-FAST TR (toll-free) for updates on developments and deals! Talk to us, we'll help you get there! ||

S

Things I've Discovered

Singlehanding with autopilot, kill switch

Ahoy, I have been reading this thread (on the list server) re: "Single handing with an autopilot" and all the ideas seem well thought out... kill switches, trailing a line, short tethers and I especially liked David's suggestions re: spatial awareness. There is truly no substitute for conditioning, vigilance and presence of mind.

I have conservatively logged over 2000nm singlehanding various vessels using an autopilot. Often I sail with other's that are not capable of retrieving me if I should fall overboard. Overconfidence is deadly. I teach bareboat certification and the first thing I tell my student's is to assume that if they hit the water while underway they are dead! I repeat this over and over until they are sick of hearing it, but anyone that believes this as reality will be much less likely to be careless or complacent.

Think about it. How long do you think you could survive in 50 or even 60 degree water before hypothermia sets in. If the water temperature is less than 50 degrees, then cold water shock could kill you in the first 10 or 15 seconds, especially if you are not in top condition. I experienced this once when water-skiing in Long Island Sound in early April. I was 21 years old, in the best shape of my life and wearing a shorty wet suit. After starting from the beach and skiing dry for 10 minutes or so I fell and hit the 48-degree water. In the time it took the boat to turn around to pick me up I couldn't expand my diaphragm to take a breath. I nearly lost consciousness and died that day. I never forgot it.

Even if you are warm water sailors, the likelihood is you will fall off in rough seas. Add to this the Corsair trimarans' speed and no matter how you plan for it you will most likely die while your boat either pulls you along on a tether while broaching or you attempt to grasp a line trailing behind with or without the autopilot still attached.

I never sail without a fully functional inflatable life vest with integrated safety harness and

OK, Now I get it!

Having sailed my Corsair 24 Mid for the first time this past weekend I finally comprehend what all the hub bub is about. This thing first I've been researching this tri-phenomenon for the past 6 months and I thought I understood, but the visceral kinesthetics reveal the underlying cause of owners enthusiasm.

These boats sail like dinghys on steroids with rocket boosters. I could never imagine sailing flat at 7.5 knots, sipping a cup of coffee with only 3 knots of true wind speed. I let my 11-year-old son take the helm the next day in approximately 8 knots

Continued on top right of page 13

How long do they last?

Thought I would add a note to this since I have F-27 Hull #14. Anybody on the list with an earlier model?

I bought my boat 2.5 years ago in Guam. It had been in salt water under tropical sun with minimal attention for 10 years. Rigging and outboard were replaced immediately and the sails came in one at a time since even the old ones were still taut. This is my seventh boat and the easiest to maintain so far. I used to dream of the day when I could go boating (power or sail) without something breaking that would cost another "boater buck." (\$1,000 to those who don't know) Although I am not a professional marine surveyor,

Mooring Challenges Met

>Date, Are you not the one that is using a 25' 5/8" line? The "general" rule for length on mooring lines is 2-1/2 times the freeboard of the vessel being moored. 15' is pretty typical. You could be getting a kite effect by this long line. <

No, that was me... My mooring situation is unusual in that I have plenty of swinging room — no other boats around — but it is exposed. I get a boisterous chop any time the wind has a northerly component: there is a five mile fetch in that direction. My main concern is reducing chafe (especially against the bobstay) when the boat pitches and yaws. The boat was very stable on a shorter bridle to both float bows, but I found the lines got in a hell of a tangle every time I set it up. The system has to be set up in the pitch dark, when I am tired, without getting any lines twisted. That's why I started experimenting with a bridle line to one float bow only.

So far, with the 25' lines, it is working well. I was watching her from the shore the other day in a 20-knot northwesterly, with about a 2-foot chop. The bridle line only came tight for a couple of seconds each swing. I would say 95% of the load was on the main pennant, and the pennant never touched the bobstay. She was yawing maybe 45 degrees the other way, but that's OK. The waves are usually at an angle to the wind due to refraction, and I have the bridle line on the port side, so when she yaws to starboard she is pointing into the waves.

My boat has the bow mooring cleats mounted close to the edge of the deck, which curves smoothly down over the hull-deck joint. I think this is better than having chocks. ||

Richard Stephens, Corsair 28CC Trevelyan

Continued center right of page 13

& Revelations Shared

emergency water activated strobe. I have attached to the belt a waterproof vhf radio and Leatherman tool to cut any lines that I may get entangled in or to gather lobster pots (strewn all over LI Sound) into a makeshift raft. I am ALWAYS tethered while on deck and I ALWAYS know my position to give in a MAYDAY call. A waterproof GPS is also not a bad idea to attach the belt.

While being so equipped gives me a sense of security, I NEVER plan on surviving a fall overboard. The first rule of boating, taught to me by my father when I was a boy is "Never Leave The Boat." This applies to capsizing, swamping or any disabling boat condition and is meant to warn sailors of the common misconception that they may be able to reach shore, but it also applies to falling overboard. Sure accidents happen, but falling overboard is tantamount to crashing an airplane....survival is most unlikely.

As for the person that doesn't wear a life jacket, because they'd rather die quickly than slowly suffering, I suppose that I feel the same way about that as I do about euthanasia. You never know how you will feel until you get there and personally I like to keep my options open. You could always throw the life jacket away if you decide to end it all.

In the immortal words of Yogi Bera, "It ain't over 'till it's over." When you fall overboard "It's Over." ||

Gary Cassidy, Corsair F24 MkI Hull #1, *Trip-A-Long*



photo courtesy Gary Cassidy

tws and he was sailing this thing like a pro at 12 knots, with a grin on his face that was priceless. He's never held a tiller in his life. The helm is incredibly well balanced.

My channel has always been a challenge to navigate at half tide or higher in any of the shoal draft monohulls I've owned, but this tri-hull sailed right across the sand bar on autopilot. Awesome! ||

My boys wanted to stop at the beach for a few minutes, an ordeal I never would have attempted in my monohulls. *Trip-A-Long* just nudged her nose up onto the sand, the river current gently kept her in place...no anchor, while they romped amongst the dunes until the rain came. Then I just backed off and glided home with the greatest of ease. I was told that there is a "conversion" process that needed to occur to become fully endoctrinated. Well I think I've fully converted and I am ready to start chanting or whatever the Indians do to maintain their composure in the midst of such exhilaration. ||

Truly yours,
Gary W. Cassidy

Editor's note: In case you haven't figured it out, this is the letter Jim Bellhurst responded to, as published on page 6.



I have gone over every inch of the boat and found little of significance to repair.

Some buried wiring had long since died and other "zip cord" wires were replaced with a better grade. Not a single blister on the hull. The folding mechanism works perfectly and appears in great shape. I am amazed that anything can last under the tropical conditions this boat has been in. ||

Randall Johnson
Bird of Prey, Corsair F27 #14

< His work is never done. Kurt Jerman, despite the torn ligaments in his shoulder, earned honestly while snowboarding with his family, carried the Harkrider's reluctant-to-swing bulldog off David Landurini's chase boat at the 2002 Corsair Nationals. [Patricia Linn photo]

V amanos Adios!

by Glenn Howell (with photos by family)



We just took delivery of Corsair 31CC Adios!, and thanks to considerable effort and logistical support from dealer Don Wigston of Windcraft, Inc., I'm pulling into the terminal at the Atlanta airport with the boat in tow to pick up my family for a cruise to the Florida Keys. Heads are turning, "Hey Mom, is that thing a boat?" "How in tarnation is he going to catch bass in that contraption?" Ann, Brian (15), and Steve (14) are in the car now and they are almost as excited as I am about what we are towing behind us. "How fast will it go Dad?" "How long 'til we get there?"

After succumbing to a much needed rest on Marathon Key, we have finally reached Key West where we will attempt to put the boat together for the first time. I'm a bit nervous, having only launched the boat once before, and never without expert assistance. Well I can't say that we were very efficient or that we didn't take one step back for every two steps forward, but we did it! The mast is up, all of the gear is stowed, and if we hurry we just might make it to one of the Keys before nightfall. It's delightful sailing out of the harbor through the turquoise Key West waters toward the Marquesas. The sunset beckons and all of us want to keep sailing into this inviting scene, but Dad spoils it all by turning back and docking for the night next to the ice machine/fish

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THE FINISH LINE

cleaning station at the marina.

We cast off the lines at 7am and headed for the Dry Tortugas, 70 miles downwind. Perhaps it would have been a good idea to take the spinnaker with us? No matter, it is quite pleasant jibing with the screacher in light air as porpoises surround the boat. But we'll never make it to Hospital Key before nightfall unless we spoil the tranquility and crank up the iron jenny!

As we glide into the harbor past a group of "leaners" and cruising cats we catch a quick glimpse of a pair of marine creatures, manatees perhaps, cruising over the sea bed presumably in search of dinner. Flaunting our stingy draft, we set our stern anchor at the windward-most spot in this inviting anchorage, a few feet off shore in about three feet of water. A quick trip to the beach by one of the boys to bury our light fortress anchor quickly answers the, "Can we really do this without a dingy?" question.

Fort Jefferson, which occupies most of Hospital Key, part of the Dry Tortugas, was built mid 19th century to protect US interest in the Caribbean. It was abandoned by the military after being defeated by malaria, hurricanes, spoiled water supply, and corrosive salt air. Today the Dry Tortugas is a nature preserve and part of the National Parks system. The complete lack of services combined with the distance and leeward position relative to Key West makes these islands downright remote compared to the upper keys.

"A day of "R and R" at the fort is what we needed," said Steve. "We went through a lot of effort to get the boat here from North Carolina but it's worth it. Today I was snorkeling along the north wall and saw something I have never seen before, a big live conch with its red foot out of the shell crawling across the



continued on page 16



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coral! Lots of fish too. I kept trying to get someone to snorkel with me but Brian's been reading most of the day, Mom's been poking around the fort and beach, and Dad's been messing with the boat. Finally I got some action!"

We're approaching Loggerhead Key looking for the windjammer wreck. Still in my old monohull habit, I proceed cautiously in 10 feet of clear tropical water with the board floating and rudder line uncleated, and a lookout on the bow. "Watch for coral heads!" I holler. It gradually dawns on me that we really only need two feet of water at low tide. Old habits die slowly.

Snorkeling gear on, I drop over the side with Ann and Steve



a few yards behind. The water is pretty cold and I'm using 50% of my energy to fight the current as I head for the wreck. Perhaps 18 feet below is the ominous dark shape of a six foot well fed shark, flanked by remoras. But what the heck, there have been plenty of visitors to this wreck and the shark hasn't eaten them....or has it? The remoras certainly know where their next meal is coming from. I decide to

continue on to the wreck. Ann and Steve are now sliding quickly down stream carried by the 3/4 knot current. Decision time! Perhaps they can't fight the current? I'd better get back to the boat in case I have to rescue them. No sooner have I reached Adios!, than they are flying up the swim ladder. "Did you see that shark," said Ann. "Let's get out of here!" Forty five minutes later we are anchored off the beach at Loggerhead Key and Ann is swimming knowingly with 15 large barracudas. Sharks are just plain scary.

Dad let us sleep but he and Mom got up early the next morning to fold up the boom tent and weigh anchor for the Marquesas Keys, some 40 miles to the east. I finally got up at about 10 and came out on deck to see what was going on. Dad was steering and the boat was really moving. "Brian, do you want to steer for a while?" Dad said. "Sure." We were flying both headsails and the main, and Mom was calling out the speed to me, "16, 17, 18 knots, wow look at that wake!" It was really easy and fun to steer. I think the doors would have fallen off our old boat at half that speed.

Vamanos Adios!

If the Dry Tortugas are relatively remote, then the Marquesas Keys are truly isolated. Also a nature preserve,



the archipelago and lagoon is completely wild and home to thousands of water birds. We arrived at low tide poking around in 6 or 7 feet of water looking for the entrance to the lagoon, which we found after crossing a three foot bar. We motored cautiously up a winding tidal stream surrounded by exposed mud flats teeming with birds. A very special natural world unfolded before us as the water rose over the tidal flats. "Look, more sharks! Pass me those binoculars. No actually, those aren't sharks, they are the wing tips of a school of rays." We feel sorry for the other boats who can't cross the bar into this unspoiled world.

I took my warm sun shower and Dad was busy making his famous Puerto Rican rice and beans as the sun set over the water amid a cacophony of bird calls. "Just the birds arguing over their roosting spots," said Mom. "I know my birds and there must be at least 10 species here I have never seen before." I always take a last pit stop at the stern before going to bed, but what a surprise this time to see luminescent jelly fish streaming by with the tidal current as a pin-



cushion of stars lit the sky. What a magical place!

When we are ready to leave the tide is high, making the landscape much different than it was when we arrived. Now the tidal flats, which clearly outlined our watery highway, are submerged, leaving little clue as to the location of the



winding channel. A short wait for the sun and a sharp eye on the surface wave pattern solve our exit problem and we are on our way.

We are sailing back to Key West now, having motored some distance to windward to enable a one tack beat to the marina. The wind is about 10 knots ENE and Ann is on the windward net playing her guitar as the beaches and palms of Man Key and Woman Key float by across the green water in the background. I never did get an enthusiastic "Yes!" from her before placing the order. Is this the right time to ask her if she is enjoying the new boat? Better to not spoil the moment.

Back at the marina we go through the usual cautious beginners' plan of one step back for every two forward. As we drive north I make a mental check-list to simplify the task of rigging and unrigging the boat, challenging each step of the process. While towing through North Carolina, a bad case of fast food stomach forces me to turn over the wheel again to Ann, who competently navigates the rig past semi's and through blinding rain. Piece of cake! But perhaps this isn't the time to ask her how she is enjoying the new boat? ||

Please send us your story! If nothing else, in 10 years or so your kids will nag you for letting us publish their pictures! But, seriously, if you enjoyed this story, you can bet others will enjoy yours! Email to: PRL105636@att.net or mail to: P. R. Linn, 11328 N. Flat Granite Dr., Oro Valley, AZ 85737. Photos should be 300dpi, please!

A

rrive Early — Stay Late

The 2002 Corsair Nationals at Fort Walton Beach

by Anne and Dick Anderson
Greg Smith photos



It's April 18 and it's time for *Sato* to "get out of town" and head south! This is our fourth trip to the Nationals and every year we look forward to the event. To us the Nationals are about seeing old friends, meeting new ones, racing, cruising and most of all pegging the "FUN METER." That means experiencing all the adventures that two weeks in the Florida panhandle can bring.

We arrive in FW on Saturday April 20 with 1,300 miles behind us and with what sounded like a perfect forecast for the week to come. The sky was blue and the sun was shining — life is great! White sand beaches and beautiful breeze, a water temperature in the high 70's — life is really great! Oh yeah, 75 Corsair trimarans all in one place! Heaven!

But first thing's first — we have work to do. That is if you call rigging and launching your boat for the 2002 season work. NOT!

Step 1. First we stop at Paula and Randy Smyth's to pick up our brand new sails. I must admit Dick and I were feeling a little like kids at Christmas time. Everything we ever needed to sail a Corsair F-27 was right there — including a very complicated instruction manual for the Pro-Furl furler for the new jib. Lucky for us Randy is so much better at figuring that stuff out and Dick was happy to complete any task he needed to do to understand the darn thing. That was just fine though because it gave me time to catch up with

Paula and the kids. As the guys were busy downstairs working in "extrusion world" Matt Scharf (*Camera F-25C*) and Jon Alvord (*Triceratops Corsair 31R*) pulled in respectively. Matt was giving his impression of what the product of a microwave on wheels might look like (he drove non-stop from Chicago with no air conditioning!) and Jon was immediately in the running for "best tow vehicle!" We all agreed it was great to be in Ft. Walton and we couldn't wait for the games to begin! Then from the belly of "extrusion world" came Dick and Randy — the mission had been completed and the furler was done! Now we were off to launch *Sato* — after all we needed a place to sleep.

The boat launches in Ft. Walton are numerous and most of them are very easy to use. We chose one not far from the regatta site and there we met Dave Paule (*Second Chance Corsair F-27*) from Boulder, Co. He helped us and we helped him and before we knew it *Sato* was off the trailer and motoring towards Leeside Park.

As I pulled into the park I saw 11 boats anchored off the beach. *Sato* would be number 12. We thought we were pretty slick arriving on Saturday but you have to get up early in the morning to get a jump on this group of sailors! Russ Kincaid and *Pelican* (*Corsair 24*) had been on the beach since Easter! Must be rough, Russ. Dick set the stern anchor and *Sato* glided towards me and I

walked out to catch her, grabbed the bow anchor and buried it in the sand. Aaahhhh! Home-Sweet-Home for the next two weeks! The rest of the day kept us busy with the usual — talking about Corsairs, rigging and cleaning our boat, talking more about Corsairs. Have I mentioned the word "Heaven" yet?

Mithrandir is here! It's sunrise and the sound of "2001 a Space Odyssey" fills Choctawhatchee Bay. *Mithrandir* is an old friend, a Corsair 31 decked out to cruise like no other, including a stereo system that can rival those in a lot of homes. All the sailors who stayed with their boats acknowledge the day with a heart felt golf clap. What a way to start a day!

Let the rigging begin! Again — You see we're from the frozen North (Central New York) and every year we're beginners again with *Sato* — she's been in the barn since October — oh well, what's the rush? We're on vacation!

One of the nicest parts about arriving early is that you get to watch all the other boats arrive and stake their claim to a "good spot." We were happy with *Sato*'s spot (good scope and two well set anchors). Enter our new neighbor *Rutrow* (*Corsair 28R*). Before we even met Jep and Joanne we had decided that *Rutrow* won the "best name" award. Just imagine the tales from past races with a name like that, besides it's always nice to have neighbors with a good sense of humor.



But wait, *Rutrow* won another contest! Jep brought a 45# Bruce to anchor! All the way from Rhode Island! *Rutrow* can be our neighbor any time.

We finished the sunset from the Dock'o the Bay, grilling deliciously marinated steaks and sampling their supply of "Cuba Libre's". Its only Day 2. Have I mentioned the word "Heaven" lately?

Just another day in paradise! We started the day at Leeside's "Jazz Café" for breakfast. Even at 7:30 in the morning the Corsair people were stirring to converge. We sat down and there was a cross-conversation immediately. Willie (*Loose Cannon* Corsair 31) Blevins, the guys from Arkansas (*Orion* Corsair F-27), Tim and Mimi (*Timini* F-25C) and we were trying to pronounce *Myzypilk* (*Corsair* F-27) and what the heck does it mean? Luckily Willie could solve the mystery for us and we left the table with more information about Superman than any of us had known before.

Time to go sailing! Another day in Paradise is an understatement! We hoisted the main and headed out the channel. The weather was gorgeous, about 80 degrees and a beautiful 15-knot breeze. This is what we had driven all the way from New York for. We were cruising along upwind; *Sato* is loving the breeze and our pals Doug and Peggy (past crew on *Just Do It* Corsair F-27) were enjoying being on a Corsair again. We were tooling along upwind at 10-12 knots. Then thump-the-thump-thump! *Sato* slowed and we wondered "What the heck?" We were all looking around — we were in 25 feet of water — what happened? Furl the jib! Stop the boat! Dick looked in back of us and said, "We hit somebody's dagger board! Hey! That looks like our dagger board!" We got our wits about us and, oh did I mention, we dropped the main and pulled out the main

halyard? Oh yeah, Did I mention the engine didn't want to start? Murphy was having his way with us! Try doing a "dagger board over board" drill with 15-20 knot breeze and a boat that wants to slide across the water! Well anyways thanks to courage of the fearless crew the dagger board would not be lost! I suppose you're thinking, "the dummies must have hit something." Nope, there wasn't a mark on it; in fact, it was just fine except for the nice saw tooth cut right across it where the board leaves the main hull. It had actually done just what it was designed to do — little consolation for a team looking to race in two days. I looked at Dick — you should have seen the look he gave me when I said, "If it had to break this is the best place for it to happen!"

And it was! We limped back to the beach and called Bob Gleason of the



Multihull Source. Bob and Ira Heller dropped everything and came right over. "What did you hit?" "Nothing" — the consensus was the board had probably been "bumped" in the past and it had fatigued over time. That was a logical assumption but we need a dagger board! Bob had one at the shop in Massachusetts but it was 4:00 central time and we couldn't get it shipped until tomorrow. Hmm, Corsair's in California, it's only 2:00 there! Bob made the call; Corsair was sending a brand new board "overnight"! Problem solved.

"Look, we'll have something to talk about at the Welcome Party."

The Welcome Party at Liza Jackson Park was great! "Shady Grady" Bill was cooking up a storm, as usual, Chris was busy keeping the pans full and Randy was serving up potatoes. The congregation at the keg was — well you know how that goes. The tent was buzzing with

sailors — all with one thing in common — Corsairs. It's easy to strike up conversations in the food line — have you ever met a sailor that doesn't like his or her boat?

On Tuesday there was a scheduled sail to Juanna's — the wind was a 10-15 NE what a perfect run it would make down to Navarre! Of course the wind switched SW in mid-afternoon so the bums got a beautiful run home too! But wait, we need a dagger board. What a country! It was 10am and Bob Gleason was walking down the beach balancing something big on his head. Could it be? Yes — he and Corsair not only got the board here in less than 24 hours but he walked into the water and delivered the board to the boat! I had to agree with Bob Glandon (*Mouse* Corsair 28R), these boats come with a great pedigree and service with a smile!

Well we installed the board on the water and by 2:00pm *Sato* was sailing again! Murphy's plan was foiled.

We didn't make the Speed Seminar — some how we were feeling like we'd been going non-stop since Saturday so we opted for a quiet dinner at the Original Crab Shack and of course an evening wouldn't be complete without a quick stop at the Dock of the Bay. After all we were "in training" for the races to come!

Wednesday we picked up Rob our crew at the FWB airport and prepared to put on our game faces! Rob, our local Hobie dealer was our "rock star" so we went out and practiced and practiced. Ok, for a little while anyways. I must say our motto of "don't break the cruising boat" was followed to the letter Wednesday.

That night we went to dinner with Rick and Allison of *Muthandr* at the FWBYC. It's an annual affair for us:





Arrive Early — Stay Late

"Krafts" of wine and dinner and lots of laughs and of course we capped off the night at the Dock of the Bay.

Thursday — it's time to race! Now if you haven't already guessed, we don't take the racing thing real seriously. Sato is only allowed one race a year and even when she does race she has to carry all her "Moms" stuff. Yea that mean cushions, pots, pans, bird book, wall décor ... you get the picture. But we do like to sail respectfully so we made a very ceremonious installation of the grill (it's a Force 10 "R" version) and reiterated our mantra: "Don't break the Cruising Boat!"

The feeling at the start was electric. There were 56 boats trying the line. Cruising past the committee and jockeying for position. Sato's start was the second start with the Corsair 28R's; it was going to be a big start, 21 boats as a matter of fact. There's *Papillon* — oop's there's *Tri Southwinds* — the stealth boat *Triple Play* — Corsairs everywhere! There's that word popping into my head again: Heaven!

We sailed by the Committee — George and the gang performing their usual great job as we came around the stern of the boat and hardened up to weather. I couldn't resist the yearly "Boat #71 reporting for duty, Sir!" George didn't disappoint me as he snapped off a quick salute in return and returned to the business of tweaking the line and setting the course.

As we jockeyed around we decided the plan for Race 1 — Lee pin — clean air — chute up before the gun and we're off! I must say a start of 21 Corsairs is a

daunting experience but our old Hobie big start experience helped out; and Sato got just the start she wanted. Sails looked good, boat speed felt nice, now all we had to do is keep her moving.

That's what we did — our heads must have really been into the boat because about a quarter mile away from the turning mark Rob (crew) said, "you know we probably should take a minute to take this all in." The whole fleet was behind *Sato*! Get the camera! Oh no there is nobody to follow around the buoy. Which one is the real turning mark?

We made it around the mark and headed for the finish. Within a mile from the finish line two Corsair 31R's caught us. But that wasn't too bad. They flew by, made it very painless; we knew it was a matter of time until they got us. But they

owed us a zillion minutes so Sato got her first bullet in the Nationals!

Lunch in Valparaiso was great. Plenty of it and delicious BBQ chicken, Shady never ceases to come up with those BBQ delights. I know for our part we had more ballast for the way home.

For the second start the wind started to pick up a little. Unfortunately it didn't stay and the sail back didn't go as well as the first race. A lot of zig-zagging across the bay. And yes we didn't go the correct way. Ok, so we got our throw-out taken care of.

That night the regatta provided another BBQ at the NCO (ribs this time). Time for bed but we did have to have a nightcap with the folks on the stealth boat (*Third Child*, Larry Geller) at the Dock of the Bay.

Friday's two races brought the usual ups and downs — including a perfect

example of how not to launch a chute by the *Sato* crew. We kept trying but it was a great day for Mike Parsons on *Little Wing*. He was styling and this eventually led to him winning the overall results. Good going Cajun!

Saturday brought more good racing. Good wind and Sato did ok. Afterwards it's so sad to watch the boats head for their trailers in the afternoon. It always feels like *Sato*'s buds are going away. My consolation for this though was that we still had another week of cruising ahead of us!

It just took a few hours on Sunday to get *Sato* out of racing mode and into her real pastime, cruising mode. A quick trip to Publix for provisions, etc, and we were off. The wind was SW and light but we were able to sail up the ICW at a relaxing



rate. The scenery is very pretty, beautiful homes, white dunes and the wild life. Sometimes the government is good because there is a large part of the ICW that won't be developed. That means more places to hide with nobody around. Very cool.

There is a nice anchorage by buoy 51 protected and really good holding. It's not far from Ft. Walton, just enough for a quiet respite from a week's worth of racing, etc. We dropped the hook in about 2 1/2 feet of water and settled in to enjoy the evening. A pod of dolphins cruised by and I was able to put the bird book to good use since there were many varieties of birds around. We even saw a great white heron fly by.

The next day we decided to stay put; that's right, we didn't move and it felt great doing nothing. We were anchored just behind a low-lying island so not only did we have the "natural" side to look at but also we could watch the boats go by. Sato was relaxed and we watched numerous boats go by on the ICW. We saw four other Corsairs ghost by, our friends Marty and Cathy on *Dream Chaser* (Corsair 24) heading back to Joanna's for dinner, *Electra* (Corsair 28), *Trichya* (Corsair 31) and Tom and Linda on *Winged Flight* (Corsair 31) were enjoying the surroundings.

For the most part we didn't put on a lot of miles as we have in the past. The winds were staying steady from the SW

so it made going too far west straight upwind. But in the course of our week we experienced dolphins swimming with the boat, we saw osprey and an eagle. Should I mention the gorgeous sunsets and sunrises, enough to keep any cruiser happy for a long time. The distance you can go is vast (we usually make it up to Alabama).

All and all the two weeks was not enough. Some day we want to try a month down there to see if we can get bored. I doubt it, but we're going to have to try. It's amazing what a little 27-foot boat can give you in enjoyment. I think everyone that showed up at this year's event had a good time. |

Results of 2002 Corsair Nationals

Corsair F-24MKI Fleet

Pos	Boat Name	Skipper	Pls
1st	Clay, P.	5.0	
2nd	Polson	12.0	
3rd	Gaudi	13.0	
4th	Raka	22.0	
5th	Shaw, L.	21.0	
6th	Fido's Sticks	30.0	
7th	Sharon Kay	33.0	

Corsair 24MKII Fleet

Pos	Boat Name	Skipper	Pls
1st	Little Wing	Parsons, M.	5.0
2nd	Breaking Wind	Rommens, R.	10.0
3rd	IFly	Lopez, R.	18.0
4th	Snow Fox	Chambers, J.	22.0
5th	Tri-Power	Dien, E.	22.0
6th	Tri-Bebe	Bouto, T.	23.0
7th		Kreitz, K.	35.0
8th	Que Sera, Seal	Delkirk, S.	45.0

F-25C Fleet

Pos	Boat Name	Skipper	Pls
1st	Yol	Smyth, R.	7.0
2nd	Gamma	Schen, M.	8.0
3rd	HEATWAVE2	Heaton, B.	13.0

4th Accipiter

Pos	Boat Name	Skipper	Pls
1st	Pipit	Milam, M.	8.0
2nd	Ts Southwinds	Cushing, D.	8.0
3rd	SATO	Anderson, D.	17.0
4th	TTR in Catch ME	Achim, J.	19.0
5th	Third Child	Coler, L.	20.0
6th	Orion	Foley, J.	28.0
7th	Triple Play	Jackson, A.	32.0
8th	Second Chance	Pauke, D.	36.0

Corsair 28 and CC Fleet

Pos	Boat Name	Skipper	Pls
1st	BIG STORM	Frederick, J.	7.0
2nd	Ts-To-Fly	Edwards, B.	8.0
3rd	ELEKTRA	Priev, J.	12.0
4th	Jammin	Green, J.	20.0

Corsair 28R Fleet

Pos	Boat Name	Skipper	Pls
1st	Whisper Snapper	Wystor, D.	7.0
2nd	Dealer's Choice	Mann, S.	16.0
3rd	8-UP-WIDIT	Roth, R.	17.0
4th	Relentless	Saint, D.	22.0
5th	Rumline	Giles, K.	25.0

2002 Corsair Nationals

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UPCOMING GREAT EVENTS

This is just a tiny sampling of some events that certain Corsair owners are working very hard to build trailerable trimaran fleets in. Try to attend! You won't regret it!

Whidbey Island Race Week

Youngstown Level Regatta

Key West Race Week

FOR DETAILS SEE:
www.corsairmarine.com

CORSAIR Cup

In a post-dinner awards ceremony hosted by Corsair Marine at the 2002 Corsair Nationals, Corsair Marine's Kurt Jerman awarded the 2001 Corsair Cup Series Trophy to Doug Harkrider (right) of Georgia. In addition to the Perpetual Trophy which may reside in Doug's living room for the year if he so chooses, he was awarded a Corsair Trimarans Corsair Cup 2001 keeper medal. Keeper medals were also given out to those who placed highest in their class in the 2001 Corsair Cup Series.

The Corsair Cup keeper medals were awarded as follows: Corsair 24MK1—Stiemer (below left), Corsair 24MKII—Parsons, F25C—Scharl, Corsair 28—Pavel (below 2nd from left), Corsair 28R—Kormyei (below center), F9A—Neuman (below 2nd from right), Corsair 31—Wigston (below right), and Corsair 31R—D. Harkrider (right).



Appreciation!

Also at the awards ceremony Kurt Jerman recognized the contributions above and beyond, from many, to their sport and everyone's enjoyment of it. Each honoree was given a goodie bag made up of items from Corsair Marine, Harken, Sail Magazine, *Cruising World* Magazine, Port Supply, West Marine and other sponsors. Those recognized were: Bill Keaton (below left)—FCA President, FCA Vice President—Jim Frederick (below right), Secretary/Treasurer—Renzo Spanhoff (below center), Rating Committee—Trey Ritter, Publication/Regatta Committee—Don Wigston (above right), Corsair 24 Class Rep—Sig Stiemer (above left), Corsair 28 Class Rep—Mike Zotsky, Corsair 31 Class Rep—Jeff Cohen, 2001 Corsair Cup Scorer—Mark Segraves, 2002 Corsair Nationals Sail Measurer—Steve Marsh.



Thank you
from Corsair Marine to Paula and Randy Smyth (shown above receiving gift of appreciation from Kurt Jerman), Fort Walton Beach, and all the people who worked hard to put together the 2002 Corsair Nationals. See Corsair Trimaran's Calendar of 2002/2003 events at: www.corsairmarine.com

RECORD BREAKING!

2002 Memorial 3-day Around Oahu Race

“ This was a three day race with three different legs including layovers at Kaneohe Yacht Club and Ko Olina Resort. The fleet was composed of ‘monohulls’ and multi-hulls. Our boat was *Bobsled* the 31R Corsair trimaran with full cruising

interior. Our crew was composed of local sailors: Ken Watts, Bob Rossen, Brad Wilcox, Tim McKeague, Jack Silas and my (Bob Rossen’s) 17-year-old son Joshua.

We were racing against five other multihulls including a full-blown race boat *Illusion* — French built Formula 30 all-carbon-fiber catamaran with professional mainland crew flown in; also in the fleet: a custom 25C trimaran.

In this boat-for-boat race with no handicapping, the first leg was run in 10-15 knots of breeze with two-four foot chop. We all got off the starting line.... The second leg began after an hour of motoring off of Kaneohe Bay, then a sail down the North Shore with the finish line at Kaawa Point. We made the choice to take the inside line and *Illusion* took the outside. As time went by, we were on the more direct thumb line with our GPS coordinates guiding us to the finish line with *Illusion* in pursuit.

On the third leg (a tie breaker) we left Ko Olina’s Marina resort and motored up to the starting line in front of the hotel. When the starting gun went off, we were approximately two feet away, on a starboard tack, from a collision with *Illusion*; *Illusion*’s skipper was attempting to barge through the starting line. I asked their crew if they were having fun yet; they replied: “NO, not yet.”

We closed the door on them thus making them shift tacks. We sailed away from them inside Barber Point. Then we short-tacked up the coast until we could launch the Screecher sail, which put us on the layline for the finish line without any additional tacking. We finished ahead of 2nd place by 18 minutes.

Due to the tremendous talent of the local crewmembers and this fine boat that rose to the occasion, we were able to win this race over a boat that owes us well over an hour in corrected time!



Photos of *Bobsled* courtesy Bob Rossen

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T

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Here are the Team results.

The Corsair Nationals Team Race Championship was originally conceived as a way for individuals to socialize more and have more comradery with people they may otherwise not have met. The initial concept was to have individual boats join teams of their own choosing for any reason they wish (we thought we would form a team New England).

There would be five members to each team with one boat from each class (and not more than two if necessary). The team members would meet (around the beer keg or otherwise) and cheer each other on the water. Perhaps the team members would benefit by getting a little coaching from their other



Remember, teams' members were randomly assigned. We hope this got folks to meet a few more of their fellow sailors. Thanks for playing—*Ira Heller*

1st - Team 12 14 Points
24Mdl. Snow Fox, Chambers, J.;
4, 27, *Third Child*, Goller, L.;
28, *BIG STORM*, Frederick, J.; 1;
28R, 8-UP-WD-JT, Roth, R.; 3;
31R, *Tri Me*, Gleason, B.; 1

2nd - Team 7 21 Points
28R, Blackbird, Nicholson, N.; 7;
31R, *Training Wheels*, Harkader,
B.; 3; 28, *Tri-Fly*, Edwards, B.;
2; 24Mdl, Kmetz, K.; 7; *Tri*;
Southwinds, Cushing, D.; 2

3rd - Team 8 24 Points
29R, Flight Simulator, Reese, B.;
10, 31R, *Impulse*,
Brislow, R.; 5; 31R, *Adios!*,
Howell, G.; 4, 27, *Poplif*,
Milani, M.; 1; 24Mdl, Rizzo,
Show, L.; 4

4th - Team 10 25 Points
28R, Rumble, Grice, K.; 5; 31R,
Interceptors, Alvard, J.; 7; F-25C,
16; Smyth, R.; 1; 24Mdl, *Tri*,
Beute, Beute, I.; 6; 24Mdl,
Sharon Kay, Knippenberg, M.; 7

5th - Team 6 27 Points
28R, *Ruthless Peacock*, J.; 6;
31R, *Melody*, Hankins, E.; 8; 28,

members as well.

After much discussion the random teams were chosen to involve more people and hopefully not favor any one team. This guaranteed more participation and diverse groups meeting. Unfortunately, it became difficult to organize and meet each of our team members. Most people liked the idea and we would like to continue with Team Racing in the future, but we need to organize it better. In particular we need to give each team member a way to reach each other at the event.

Any ideas as to how to improve the concept and execution would be greatly appreciated. Should we try to form the teams a week before the event so there will be opportunity to contact each member and maybe even come up with team graphics, hats, shirts, etc.? Trophies will be sent to the winners from this year's event. Looking forward to next year! — **Bob Gleason, The Multihull Source, Corsair 31 *Tri Me*** ||

Corsair Marine offers this list of charter operators solely for the convenience and benefit of persons who may be interested in opportunities to charter and sail Corsair-built boats. Inclusion of a chartering operation on this list does not necessarily imply endorsement of such operations by Corsair Marine. Information contained herein is provided by the charter operators themselves and is subject to change without notice. Nevertheless, we encourage you to take advantage of some of these opportunities.

Corsair Charters

Multi Marine
Los Angeles, CALIFORNIA
310-821-6762 phone
310-821-3138 fax
mike@multimarine.com
31R Delta Vee, Jan-Dec

Helms Yacht Sales
San Francisco, CALIFORNIA
(510) 865-2511 phone
(510) 865-0215 fax
HELMZ@aol.com
Jan-Dec

The Finish Line of the Treasure Coast
Jensen Beach, FLORIDA
(561) 334-1965 phone
migjet27@gate.net
27, 31, Jan-Dec

Mike's Sailing Charters
Marathon, FLORIDA
(305) 743-3017 phone
(305) 289-4334 fax
sailing@terranova.net
31 Ultimate Cruiser coming soon
27, Jan-Dec

Continued top right of page 25

Key Lime Sailing,
St. Petersburg, FLORIDA
888-750-LIME (5463) toll free
727-345-4894 phone/fax
kurt@KeyLimeSailing.com
27, Jan-Dec

Windcraft Inc.,
Atlanta, GEORGIA
(404) 307-9121
windcraft@corsairtr.com
24, Jan-Dec

The Multihull Source,
Wareham, MASSACHUSETTS
(508) 295-0095 phone
sailfast@themultihulldsource.com
27, May-Sept.

Corsair Cabs,
Baja, MEXICO
(541) 923-8735 pagel@out-
lawnet.com
31UC, Dec-March

Multihull Charters NW,
Anacortes, WASHINGTON
(360) 293-4616 phone
smilo@anacortes.net
27 Raven, March-Oct
Sailboats Inc.,
Superior, WISCONSIN
(800) 826-7010
amoeno@sailboats-inc.com
31, May-Sep

The Multihull Experience,
GREAT BRITAIN
Tel: +44(0)207 731 2684
Mob: 0771 418 2395
multihlexperience@talk21.com
27, Apr-Oct

AWS-Werner Stoiz GmbH,
Taufkirchen, GERMANY
Base: Adriatic Sea
i +49-89-3082344 phone
++49-89-3002253 fax
aws-werner.stoiz@t-online.de
27, May-Oct

Coin-Navaio Yacht Charter,
Enkhuizen at the IJsselmeer,
Holland, and Hyères (French
Riviera), FRANCE
Tel. +31 487 571582
Fax. +31 487 572294
Frans.Osterop@wxs.nl
F-9A (31 foot), 2 27s, Apr-Oct

La Lalandais Nautique,
FRANCE
F-24 at La Rochelle,
F-28CC at Saint Malo
F-31 at La Lavandou
Tel. 05 46 55 35 82
Fax. 05 46 55 35 83
contact@lalandais.com
24, 28CC, 31, Jan-Dec

11

ELEKTRA, Pavel, J., 3; 24Mdl / R/ Lopez,
R., 3; 27, Triple Play; Jacobson, A., 7

6th - Team 11, 28 Points
28R, Hall, P., 11; 31R, Tribology; Horton, P.,
12; 25C, Gomer; Scharf, M., 2; 24Mdl,
Ulti Wing; Parsons, M. I.; 24Mdl,
Pekkan, Kincaid, R., 2

7th - Team 2, 28 Points
28R, Divers' Choice; Marsh, S., 2; 31R,
Loose Cannon, Blevins, W., 9; 28,
Jommin, Green, J., 4; 24Mdl, Tri-Power,
Dixon, E., 5; 27, Second Chance, Paule,
D., 8

8th - Team 5, 30 Points
28R, relentless; Saint, D., 4; 31R,
MITHRA/MDR, Fontenot, P., 16; 31R, Gray
Mare, LaParle, J., 2; 24Mdl, Breaking
Wind; Remmers, R., 2; 27, Orion, Foley,
J., 6

9th - Team 9, 32 Points
F-28R, Hot Flash; Konyei, B., 9; 31R,
Gypsy Heart, Harts, R., 11; F-25C, HEAT-
WAV-2, Heaton, B., 3; 24Mdl, Quo Sora,
Serol, Delkirk, S., 8; 24Mdl, Clay, P., 1



Corsair Worldwide

Use this list to find the Corsair dealer near you! Can't decide who is in your territory? Call Corsair at 1-877 FAST TRI and we'll introduce you to your dealer!

CA Helms Yacht Sales, Gary Helms
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510-865-0216, Email:
helms@pacifier.com

CA Multihulline, Mike Leneman,
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Rey, CA, 90292, Ph: 310-821-
6762, Fax: 310-821-3138,
Email: mleneman@multihul-
line.com

CA Corsair Marine, Kurt Jernman,
150 Reed Court, Chula Vista,
CA, 91911, Ph: 619-585-3005,
Fax: 619-585-0292, Email:
corsair@cosimarine.com

CO Off the Wind Yachting, Mike &
Judith Gettlingers, P O Box 2205,
Basalt, CO 81621, Ph: 970-
945-7999, Fax: 970-384-2164,
Email: danger@rural.net

FL The Florida Line of the Treasure
Coast, Inc. Steve Marsh, 3705
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561-220-2380, Email:
magic27@gate.net
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Decatur, GA, 30033, Ph:
404-937-9121, Fax: 404-
633-2975, Email:
windcraft@corsairtr.com

HI Multihull Maui, Robert Emory,
245 Kane Road, Hauula, HI,
96708, Ph: 808-572-1037, Fax:
808-572-1037 (call first before
faxing)

IL Sport Yachts, Frederick Hartray,
2619 N Holsted, Chicago, IL
60614, Ph: 773-528-3740, Fax:
773-755-7792, Email:
htray@msn.com

MA The Multihull Source, Bob
Gleason & Bert Kormy, PO Box
951 (3 Narrows Rd), Wareham,
MA, 02571, Ph: 508-295-
0095, Fax: 508-295-9018,
Email: sailfast@themultihul-
source.com

MD Havre de Grace Yacht Sales,
Jeff Scherf, 723 Water Street,
Havre de Grace, MD, 21070,
Ph: 410-939-2161, Fax: 410-
939-0220, Email:
scherf@msn.com or
hdgys@msn.com

MD Havre de Grace Yacht Sales,
Catherine Gleason, 325 1st
Street, Suite 20, Annapolis, MD,
21403, Ph: 410-263-5580, Fax:
410-260-5258, Email:
hdgys@annapolis.msn.com

MI Sailboats, Inc., (Minneapolis),
Paul, Tim Baumert, 16510
43rd Ave, North, Plymouth, MN,
55444, Ph: 763-557-9642, Fax:
763-557-9543, Email:
tbauern-
feld@msn.com

continued on bottom of page 26

10th - Team 3, 35 Points
28R, Whippet Snapper; Wigston, D., 1;
31R, Ischmoo, Cosner, M., 15; 31R,
AHADOOOM, Husted, F., 13, 27, SATO,
Anderson, D., 3; 24Mdl, Gaudl, Steiner,
S., 3

11th - Team 3, 38 Points
28R, Mouse, Glandon, B., 12; 31R,
Rocket Science, Harridge, D., 6; F-25C,
Accipiter, Kirsten, E., 4; 31R, Lucky Star,
Rome, J., 10; 24Mdl, Hafie Sacks,
Ablition, J., 6

12th - Team 4, 47 Points 28R, Cubed,
Reece, B., 8; 31R, Moro, Enrico, H.,
16; 31R, Triggin, Lannic, D., 14, 27, TR/
n Cach ME, Achim, J., 4; 24Mdl,
Greerstreet, J., 5

Corsair Calendar

THE BIG EVENT!

June 29-30 **3rd Annual Corsair Cup Regatta**
Cottage Grove Lake, Monroe, MI 48161-4840
Contact: Christopher Kivinen, Kyle Averill
Association (BMM): corbeyregatta.com or
corbeyregatta@rcbs.org 225-932-3784

July 1-6 Bayfield Race Week, Bayfield, WI, Jack Culey
920-682-5117

July 5 Corinthian 200, Marshfield, MA, The Mutual
Source (508) 259-0099

July 6 Sandusky Islands Regatta, Sandusky, Ohio, Deo
Schoeller 419-655-2691 or
summerstorm@rcors.net

July 6-7 PMPF Championship, Casco Bay, ME, The Mutual
Source (508) 259-0095

July 6-13 The Mutual Source Regatta, Morris, The
Mutual Source (508) 259-0095

July 13 Around Martha's Vineyard Race, Edgartown, MA,
The Mutual Source (800) 299-0096

July 13 Port Huron Mackinac from Port Huron to Mackinac
519-635-2246 or Tony Hammer 519-985-4462 or
thammer@rcors.net

July 13-14 Hobie Cat 2000, Southport, ME, The Mutual Source
920-256-0098

July 14-19 Whidbey Island Race Week, Oak Harbor,
Whidbey Island, Washington,
www.tenzerboats.org

July 20 Black Dog Boat, Vineyard Haven, MA, The
Mutual Source (508) 259-0095

July 20 Chicago Mackinac, from Chicago to Mackinac
Contact Ron White 219-233-5460 or
ronwhite@rcors.net or Chicago Yacht Club
312-861-1777

July 20 Hobie Race, July 20 from Racine WI to Muskegon
Bay some as Chicago Mac. Contact Racine
Yacht Club 800-804-HOOK

July 22-26 Culture Coast Weekend, S. Duxbury, MA, The
Mutual Source (800) 259-0095

July 27-Aug 3 The Mutual Source Regatta, Adelie, Sea
Island and Coastal, Corpus Christi, TX
409-852-2244

Aug 2-4 Buzzards Bay Regatta, Marion, MA, The Mutual
Source (508) 259-0095

Aug 3 Sandusky Deepwater Race, Sandusky, OH, Deb
Schoeller (419) 655-2691 or
summerstorm@rcors.net

Aug 3 Down River Race, Belle Isle, MI, Chris Conway 313-
678-4388

Aug 3-5 Bayfield/Huron Bay, Bayfield, WI, Jack Culey
920-682-5117

Aug 3-4 Penobscot Race, Camden, ME, The Mutual
Source 508-295-0095

Aug 3-10 The Mutual Source Regatta (DMWSA), Norm Schultz
612-881-1930 www.dmwsa.com

Aug 4 Detroit Deepwater, Detroit, MI, Tom Stensland 313-
579-4388

Aug 5-7 IAYA Bay Week Regatta, Put-in-Bay, OH, Deb
Schoeller (419) 835-2591 or
summerstorm@rcors.net

Aug 6 Bay Houghton (12th International)
Thunder Bay, Ontario, Jack Culey
920-682-5117

Aug 10 Monhegan Race, Falmouth ME, The Mutual
Source 508-295-0095

Aug 10 Houghton/Bayfield, Houghton, MI, Jack Culey
920-682-5117

Aug 10-11 Lake Michigan Mutual Championship, St. Joseph
Michigan, Two buoy races on Saturday and a
Distance race on Sunday, Call Ron White for 219-
233-5460 stampede@skynet.net

Aug 10-19 14th Corsair Regatta, Keweenaw, MI, Chris
Minne, 31-71-40-81523 or corbeyregatta@rcbs.org

Aug 17-19 Leech Lake Regatta (L12), Walker, MN, Norm
Schultz 612-581-1981, www.cngaffes.com/mn/leechlakeregatta.htm

Aug 23-25 Newport Regatta, Newport, RI, The Mutual
Source 508-295-0095

Aug 29 Windham Cup, Hurley, Handi Yacht Service ME, The
Mutual Source 508-295-0095

Aug 30 Sunday Fun Race, Just for Fun Regatta for Green
Island Regatta, It's a Fun Race from Sandusky
Sailing Club, Sandusky, OH to Put-in-Bay, OH.
You must have a Juniors Board on Board. Contact Deb
Schoeller (419) 655-2691 or e-mail me at
stampede@rcors.net We have the ability to assign
handicaps ratings on site.

Aug 31-Sept 1 Gloucester Schooner Festival, Gloucester, MA, The
Mutual Source 508-295-0095

Aug 31-Sept 1 DTE MetroPac Whaleboat Championship
Whaleboat, IL, The buoys race each day, Sat &
Sun, 1000-1600, Call for details, 847-223-1994. A
fun weekend of parties and activities. Call Deb
Schoeller (419) 655-2691 or stampede@rcors.net

Sept 1 sound Jamestown, Concorde Yacht Club, RI, The
Mutual Source 508-295-0095

Sept 1 9/1/02 Green Island Race, 17.4nm, Large Orange
Race from Port Huron, MI around Green Island
and back to Port Huron. Contact Deb
Schoeller (419) 734-2424 or e-mail at
stampede@rcors.net We have the ability to assign
handicaps ratings on site.

Sept 2 Labor Day Regatta on the St. Croix, Hudson, WI,
Norm Schultz 612-581-1980

Sept 3-8 HOBIE in Water Boat Show, IJmuiden (Sloop)
Amsterdam, City Minutes of Jon de Boer
317-710-1523 jdeboer@corbeyregatta.com

Sept 6 Vermilion (Swanback), Point to Point Regatta
from Sandusky to Vermilion for the South Shore
Regatta on the following day, this is a night race.
Sandusky Sailing Club is the host. Call them at
419-625-1981 or e-mail at sasclub@rcors.net

Sept 7 10/1/02 2000th Anniversary of the Boston Tea Party
Vermilion, OH, Modified Olympic Regatta, Contact
Gerry Beck at 409-957-0046 or e-mail at
beck@corbeyregatta.net We have the ability to assign
handicaps ratings on site.

Sept 7-8 Gull Lake, Grapeland Sailing Club, www.grapeland-regatta.org or La Vida Sailing Inc. (772) 221-3000
(800) 222-2244

Sept 12-15 10/2/02 30th Discover Sailing, Newport, RI,
The Mutual Source 508-295-0095

Sept 14 The Lake Regatta (Baker Island
Invitational), 10nm in Superior Bay, Superior,
Wisconsin, Jack Culey 920-682-5117

Sept 14-15 Off Soundings Regatta, Stonington CT, The
Mutual Source 508-295-0095

Sept 19-22 10/2/02 North Atlantic Regatta, North Haven
and Key to Cut Harbor on Cut Harbor and back;
Menemsha and Block each night. Miss Lemonade,
Mike Monroe, 516-817-0107

Sept 21-22 10/2/02 10th Annual Championships, Bolton Point,
CT, The Mutual Source (800) 295-0095

Sept 21-22 MORS OPEN, A course race each day in
Chicago. Call Troy Irlher 847-362-5372 or troy@glaz.net

Sept 21-29 10/2/02 "Interboot", Friedrichshafen, Germany;
Lake Chiemsee, Germany, Jon de Boer

Catamaran 31-71-40-81523 or corbeyregatta@rcbs.org
Deutschland 0049-39-3082344 or Chris Minne
Jon de Boer Catamarans, 31-71-408-1932
info@corbeyregatta.com

Sept 21-22 10/2/02 10th Annual Championships, Bolton Point, IL,
Buny's 847-362-5372 or either
www.boot3.com or www.boot3.com

Sept 26-29 10/2/02 10th Annual Championships, Bolton Point, IL,
Buny's 847-362-5372 or either
www.boot3.com or www.boot3.com

Sept 27-29 10/2/02 10th Annual Championships, Fort Walton
Beach, Florida 325-243-0453 or either
944-3 or www.boot3.com

Sept 28 10/2/02 10th Annual Championships, Fort Walton
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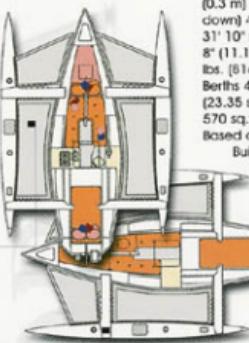
Sept 28-29 10/2/02 10th Annual Championships, Fort Walton
Beach, Florida 325-243-0453 or either
944-3 or www.boot3.com

The Current Models from CORSAIR Trimarans

Specs

Corsair F-24

LOA 28' 5" (8.66 m) . LWL 26' 3" (8.0 m) . Beam (overall) 19' 9" (6.1 m) . Beam (folded) 8' 2 1/2" (2.5 m) . Draft (hull only) 1' 2" (0.36 m) . Draft (daggerboard down) 4' 11" (1.5 m) . Mast Height 38' 4" (11.68 m) . Weight (empty) 2,690 lbs. (1,224 kg.) . Hulls Fiberglass w/PVC foam core . Aux. propulsion 8hp o/b (2-stroke or 4-stroke) . Mainsail 321 sq.ft. (29.83 sq.m) . Jib 175 sq.ft. (16.26 sq.m) . Screecher 358 sq.ft. (33.26 sq.m) . Asym. spinnaker 780 sq.ft. (72.46 sq.m) . Based on an original Design by: Farrier Marine, Inc. . Builder: Corsair Marine, Inc.



Corsair F-28 Center-cockpit

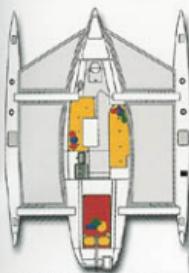
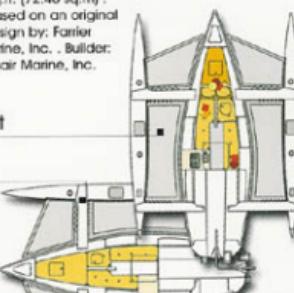
LOA 28' 5" (8.66 m) . LWL 26' 3" (8.0 m) . Beam (overall) 19' 9" (6.1 m) . Beam (folded) 8' 2 1/2" (2.5 m) . Draft (hull only) 1' 2" (0.36 m) . Draft (daggerboard down) 4' 11" (1.5 m) . Mast Height 38' 4" (11.68 m) . Weight (empty) 2,690 lbs. (1,224 kg.) . Hulls Fiberglass w/PVC foam core . Aux. propulsion 8hp o/b (2-stroke or 4-stroke) . Mainsail 321 sq.ft. (29.83 sq.m) . Jib 175 sq.ft. (16.26 sq.m) . Screecher 358 sq.ft. (33.26 sq.m) . Asym. spinnaker 780 sq.ft. (72.46 sq.m) . Based on an original Design by: Farrier Marine, Inc. . Builder: Corsair Marine, Inc.

Corsair F-28R Models

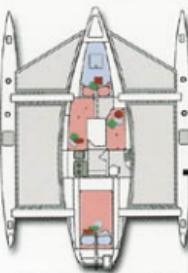
LOA 28' 5" (8.66 m) . LWL 26' 3" (8.0 m) . Beam (overall) 19' 9" (6.1 m) . Beam (folded) 8' 2 1/2" (2.5 m) . Draft (hull only) 1' 2" (0.36 m) . Draft (daggerboard down) 4' 11" (1.5 m) . Carbon Fiber Mast Height 38' 4" (11.68 m) . Weight (empty) 2,690 lbs. (1,224 kg.) . Hulls Fiberglass w/PVC foam core . Aux. propulsion 8hp o/b (2-stroke or 4-stroke) . Mainsail 321 sq.ft. (29.83 sq.m) . Jib 175 sq.ft. (16.26 sq.m) . Screecher 358 sq.ft. (33.26 sq.m) . Asym. spinnaker 780 sq.ft. (72.46 sq.m) . Based on an original Design by: Farrier Marine, Inc. . Builder: Corsair Marine, Inc.

358 sq.ft. (33.26 sq.m) . Asym. spinnaker 780 sq.ft. (72.46 sq.m) . Based on an original Design by: Farrier Marine, Inc. . Builder: Corsair Marine, Inc.

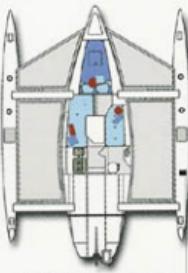
and F-28 Aft-cockpit



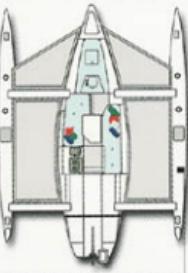
31 Ultimate Cruiser



31 Center-cockpit



31 Aft-cockpit & Aft-cockpit w/V-berth head

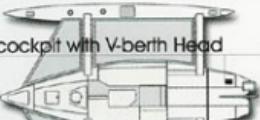


Corsair 31R Models

LOA 30' 0" (9.15 m) . LWL 28' 5" (8.64 m) . Beam (folded) 8' 2" (2.5 m) . Draft (hull) 1' 4" (0.41 m) . Draft (swaboard) 5' 6" (1.68 m) . Mast Height 42' 6" (12.96 m) . Weight 3,850 lbs. (1,746 kg.) . Hulls PVC foam core . Aux. propulsion 9.9hp o/b (4-stroke) . Mainsail 429 sq.ft. (39.7 sq.m) . Jib 218 sq.ft. (20.2 sq.m) . Asym. spinnaker 996 sq.ft. (92.2 sq.m) . Screecher 449 sq.ft. (41.6 sq.m) . Based on an original Design by: Farrier Marine, Inc. . Builder: Corsair Marine, Inc.



Corsair 31R Aft-cockpit & Aft-cockpit with V-berth Head



Corsair 31R Center-cockpit

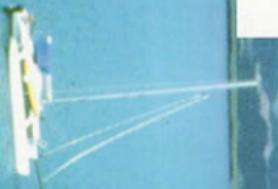
619-585-3005

www.corsairmarine.com

CORSAIR
TRIMARANSTM

150 Reed Court
Chula Vista, CA 91911

Return Service Requested



This Corsair 31 Ultimate Cruiser is available for sailing on the Sea of Cortez where it rests in this photo taken by Al Page. Contact Al or Cindy Page at Corsair Cabo for the vacation of a lifetime at one of their three East Cape Los Cabos casitas.

pagei@outtaownet.com
541-923-8735 www.cosaca-moleon.com

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