



CORSAIR DASH 750

There'll be smiles all round aboard this hot performer

BY KIMBALL LIVINGSTON

FOLDABLE TRIMARANS HAVE BECOME A staple of the cruising scene, and Corsair Marine has built 1,600 to date.

The Dash 750 uses vacuum-bagged foam sandwich techniques for hull and deck, with e-glass and Divinycell coring and vinylester resins. The crossbeams and other highly stressed components are reinforced with carbon fiber, and the centerline of the main hull, underwater, is reinforced against impact with a strip of Kevlar.

The Dash was developed from the company's familiar 24-foot line. For trailering, it uses the twin-strut folding system developed more than three decades ago by Ian Farrier. It's still a wonder how handily system shrinks the boat to a trailerable width of 8ft 2in.

Mast height has been increased to 35ft 6in to match the dimensions of the sportier Sprint model. To support the added power, Corsair has strengthened the crossbeams, lengthened the waterline with plumb bows and added volume to the amas, increasing buoyancy by a factory-claimed 17 percent. Synthetic rigging is a new feature, and so are the easy-slide aluminum daggerboards and high-aspect ratio aluminum rudder. There is a retractable bowsprit which we used for the roller-screacher.

The hardware is first-rate, including the Harken 16A coaming winches. When the main comes down, the boom-rolling

system is genuinely effective and easy.

The Dash's simple interior arrives unchanged from the Mark II. Compared to the stripped-out Sprint, the Dash adds 260lb and sacrifices cockpit space for an interior that can sleep four adults, though two would be happier.

A modular galley-sink and single burner alcohol stove-recesses into a cuddy under the cockpit when it isn't needed. The galley can also be removed entirely. The centerboard trunk is topped by a table. Both settees have storage underneath, and alongside the mast are a place for a Porta Potti (port) and a cooler (starboard).

We had a San Diego seabreeze from 9 knots to the mid-teens, and sailed in flat water plus a small taste of wave and swell. Everything was smooth except, for me, learning new reflexes.

I'm not really the one to compare the Dash to other multihulls of this size—there aren't many in the marketplace, anyway—but I could not fault the boat's behavior. As we wafted along at speeds of 11-15 knots (the boat will top 20, I'm told), my host, Mat Bryant, related stories of cruising to Catalina Island with his wife and six-year-old daughter and how the youngster thrilled to the high-speed reach on the way home. He didn't sound like a salesman. He sounded like a dad.

In these reports we often give tacking angles and gybing angles, but Bryant's



LOA 24ft 3in // LWL 23ft 7in

BEAM 18ft 2in (folded 8ft 2in)

DRAFT 1ft / 5ft 6in // DISPLACEMENT 1,690lb

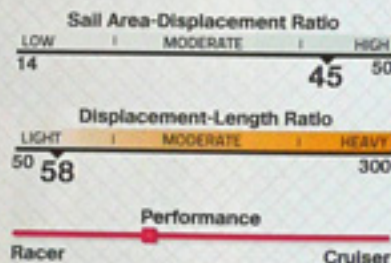
SAIL AREA 406 ft² (100% FT)

ENGINE 5hp outboard

DESIGNER Corsair Marine

BUILDER Corsair Marine International, Ho Chi Minh City, Viet Nam, +84 8 873 3620, corsairmarine.com

PRICE \$79,000 FOB San Diego, CA, includes trailer, main and jib but not outboard motor



summation is news you can use. "The boat tacks through 90 degrees, maybe 85 degrees in smooth water, and it gybes through 90 degrees," he said. "Look out the crossbeam, mark your target, aim for it coming out of the turn and you won't be wrong."

Except for a few moments, I did not drive the Dash with the outboard running. In docking, however, I watched Bryant get into small trouble and then, precisely and aggressively, get out of it.

If any of these statements fit—I want to cruise on a hotrod; I sail in shallow water; I want to mix racing with my cruising; I want to trailer my boat to distant cruising grounds; I want to pull up onto the beach—you owe yourself a ride on a Dash. **NSR**