

## SPECIFICATION

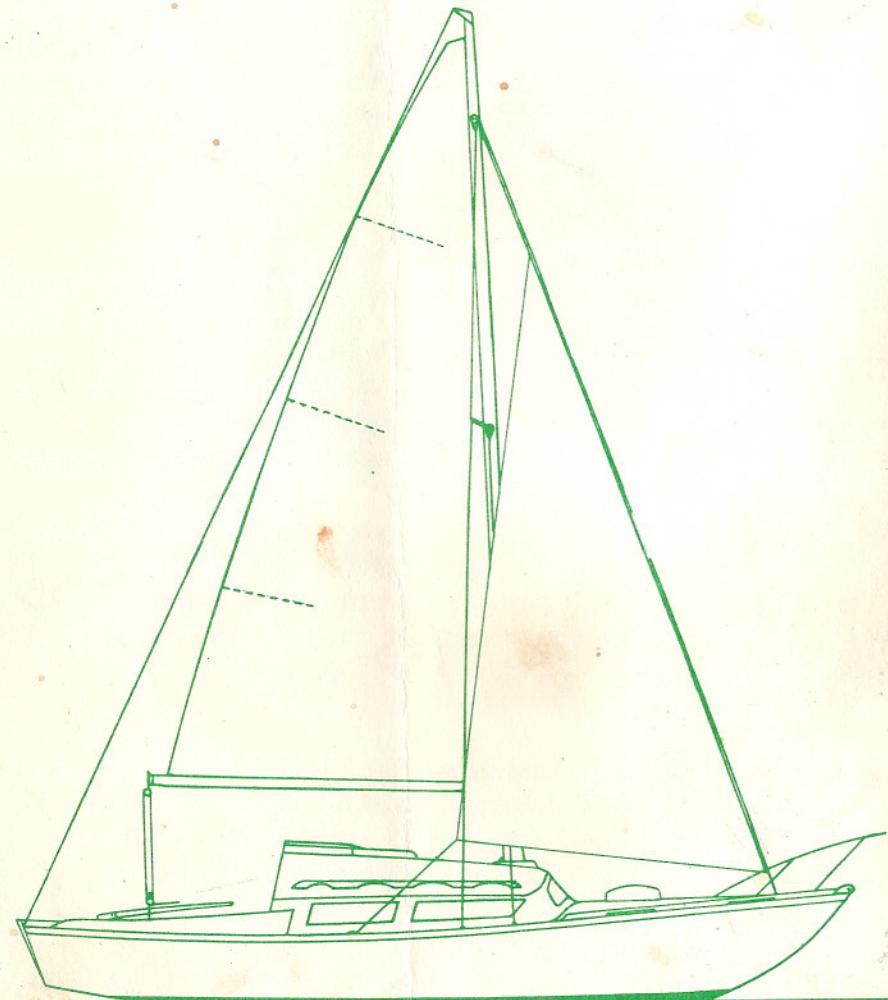
Hull and Deck :	G.R.P. moulding with Lloyds approved materials.
Ballast Keel :	Close grained cast iron 870 lbs.
Mast and Boom :	Hollow section by Jack Holt Ltd. with stainless steel and nylon fittings.
Chain plates :	Solid stainless steel, through bolted to internal plates.
Standing rigging :	Stainless steel with swaged eyes.
Running rigging :	Terylene.
Jib sheet winches :	Barton 307 (extra)
Deck fittings :	Gunmetal.
Exterior woodwork :	Selected varnished mahogany and oak.
Interior bulkheads :	1088 marine plywood and solid mahogany.
Tabernacle :	$\frac{3}{16}$ " Mild steel galvanised and painted.
Sails :	White terylene by Rockall Main 110 sq. ft. Working jib 65 sq. ft. Genoa jib 95 sq. ft.
Main dimensions:	L.W.L. 16ft. 0 in. L.O.A. 21 ft. 0 in. Beam (max) 6ft. 10 in. Draft 2ft. 8 in. Cabin dimensions 8 ft 0 in. x 6 ft. 0 in. Maximum cabin headroom 5 ft. 0 in.
Standard colours :	Hull — French blue Cabin top — French grey. Non-slip deck paint (decks and cabin top) — blue/grey Undercoat for anti-fouling — bright red

Alternative colour schemes to choice, but these may entail an extra charge, for which a quotation will be gladly given.

Alternative layouts can be provided gladly but again any extra work will be charged for. Please ask for a quotation.

**Newbridge Boats Ltd.** reserve the right to alter the standard specification without notice.

# Introducing the famous CORRIBEE '21'



DESIGNED BY: ROBERT TUCKER, A.R.I.N.A.

SOLE BUILDERS: NEWBRIDGE BOATS LTD.

New Zealand Works Church Street Bridport Dorset  
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An elegantly refined racing cruiser, probably the prettiest boat from the board of her designer. Intended particularly for the discerning owner requiring top-class sailing performance with good accommodation and impeccable sea-going characteristics.

The Newbridge "CORRIBEE 21" is a fin keel version of the original centreboard clinker boat, and with her carvel hull and beautifully fair lines is very fast on all points of sailing. She has been fully tested under all sea conditions and her performance has delighted experienced skippers and instilled confidence and appreciation into newcomers to the sport of yachting.

The cockpit is self-draining with coamings in solid mahogany and the cockpit seats are covered in non-slip simulated teak decking. Cockpit grab-rails and cabin top rails are also in mahogany, strongly fitted. Cabin lights are of heavy perspex and are fitted in solid cast aluminium frames and give ample illumination below deck without structural loss of strength. A drop shutter cabin door is fitted and a sliding fibreglass hatch, strongly made and running on internal stainless steeltrack, giving easy access below.

Sails are finest quality terylene by Jeckells and the spars non-corroding light alloy by Holt. The external ballast keel is cast in close grained iron and is bolted through adequate reinforcement by 5  $\frac{5}{8}$ " stainless keel bolts. The rudder is of the balanced type with stainless steel rudder tube and hangings and the rudder shaft is solid 1" bar. A lifting pattern tiller is standard equipment.

The exceptional accommodation consists of 2 full-length quarter berths and 2 full-length berths forward. Centrally to port is a galley with formica stove tray, lockers and a formica covered worktop. Beneath this is a large food and utensil storage cupboard with shelf. To starboard opposite the galley is a chart table with a toilet locker situated beneath. This will take either a sealed chemical unit or a flushing sea-toilet such as the S.L.400. The sink is sited beneath the sliding cabin step and is piped overboard. Lockers are provided port and starboard beneath the side decks and stowage is also available under the berths.

An outboard motor of between 3 and 6 h.p. is the most suitable power unit and for use is fixed to a counter bracket and may be removed when not in use. The outboard has its own locker beneath the cockpit sole.

The Twin keel version of "Corribee 21" has an identical interior layout and external appearance, but with her aerofoil section bilge keels will remain upright, should she take the ground on a drying mooring. Like her fin keel sister she is very fast and is amazingly light on the helm even if allowed to heel to the gunwale, a most desirable trait, but one which is not shared by many bilge keel boats.

"Corribee 21" is built in heavy duty resin glass by the sole builders, who have many years experience in G.R.P. Construction. In the recent Weymouth Rally, "Corribee" performed outstandingly, winning her division in every race and on one occasion was the fastest monohull boat irrespective of size or class. Her accomodation, construction, and sailing performance were highly praised by the judges.

#### REMEMBER THESE STAR FEATURES

- ★ Scintillating performance.....
- ★ Impeccable design .....
- ★ Sturdy construction.....
- ★ 4 berths .....
- ★ Balanced rudder.....
- ★ Self-draining cockpit .....
- ★ Superbly seaworthy .....
- ★ Large working foredeck.....