

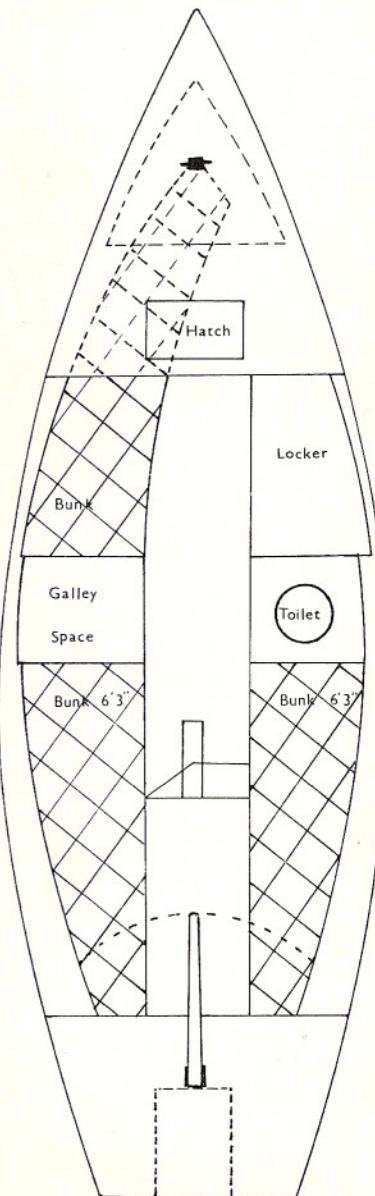
L.O.A.	20 ft. 3 in.
L.W.L.	14 ft. 6 in.
Beam	6 ft. 3 in.
Draft (ex plate)	1 ft. 11 in.
Draft (plate down)	3 ft. 3 in.
Berth lengths	6 ft. 3 in.
Ballast keel	3½ Cwt.
Centreplate	80 lbs.
Trailing weight	10 Cwt.
Standard sails:	
Mainsail	80 sq. ft.
Genoa	85 sq. ft.
Jib	55 sq. ft.
Racing sails:	
*Mainsail	100 sq. ft.
Genoa	100 sq. ft.
Jib	55 sq. ft.
Spinnaker	150 sq. ft.

\*with reefing points.

**Prices:**

(ex Gillingham, Kent)

Standard	£830
Racing	£867
Shell only	£400
Extra for outboard well	£12.10 0



*The Clinker*  
**Corribes**

*built on*

*the banks of Lough Corrib*

Distributors and concessionaires:

**MALLON BOATS,**  
29 Sandilands, Croydon CRO.5.DF, Surrey

**NEWBRIDGE BOATS,**  
Newbridge Wharf, Wolverhampton

This outstanding little boat, now in its fourth season, was designed by Robert Tucker to fulfil the needs of yachtsmen looking for a small cruiser but wanting the performance of a racing dinghy. The 1966 ONE-OF-A-KIND trial proved her performance when, in a gale of wind, she was one of the first boats to the windward mark. Jack Knights the well-known yachting correspondent placed her joint fifth overall for the series out of 40 starters, almost all being much larger.

1968 sees an exciting new look to our CORRIBEES as, with Robert Tucker's blessing, we are now building in Dutch laminate (9.5mm. Bruynzeel). GLUED ON EACH LAND and still copper fastened, we are able to eliminate the forward bulkhead, "do away with" nearly all the timbers, and still have an even stronger boat than in the past; furthermore she cannot leak. This, with THREE BERTHS plus a toilet and an optional increased sail area for mad keen racing types, makes her a very glamorous rival to her Glass Sisters.

It is worthy of note that Number One "CORRIBEE" won the Medway Cruisers (Handicap) Trophy in 1967, against all-comers; and, what's more, she did this with the standard not the racing rig.

The standard boat is priced complete with Mainsail, Genoa, Jib, Chemical Toilet, Kedge and Warp, winches and sheets, and with a choice of wood or alloy spars.

The racing version has a taller mast, increased sail area and, in addition, a Spinnaker.

Both boats can have the fabulous new concealed outboard housing for only £12 10s. 0d. extra. This is to suit a 4½ H.P. long shaft outboard engine.

Remember! Without the centreplate down she only draws 1 ft. 11 ins. The  $\frac{3}{8}$ -inch thick hot dipped galvanised centreplate is controlled by a simple winch in the cockpit.

Despite this such is her keel design that even without the centreplate her windward performance is outstanding. Remember also, that the plate is housed within the deadwood and in no way obstructs the cabin floor.

As before, we are happy to supply the "shell only". This comes complete with main ballast keel and bulkheads. Also included in the price, but not fitted, are the centreplate (hot dipped galvanised) with its stainless steel swinging link, the tabernacle, stainless steel rudder tube and spindle assembly, stainless steel chain plates, all drawings and a crate designed to act as building stocks.

