

Starting as probably the prettiest boat from the board of her designer, the Mk. II 'CORRIBEE 21' incorporates further refinements to give her even faster performance than the original fin keel 'CORRIBEE 21'. The beautifully fair lines of the original boat have been even further improved in the light of experience gained racing and cruising under all sea conditions, when her impeccable sea-going characteristics have been fully demonstrated. For the discerning owner she combines superb sailing performance which will delight or even astound experienced skippers while at the same time her ease of handling will enable the novice to quickly gain the confidence and ability he requires.

The cockpit is self draining and with an eye to racing performance has been enlarged and now incorporates a bridge deck. Cockpit grab rails and cabin top rails are of mahogany, strongly fitted. Cabin lights are of toughened glass in heavy duty extruded aluminium frames giving adequate illumination without loss of structural strength. A drop shutter type cabin door is fitted and a fibre glass sliding hatch strongly made and running on internal stainless steel track gives easy access below.

The deck layout has been improved to give easier movement and a non-skid pattern is moulded into both side decks and cabin top. The forehatch is located at the forward end of the coach roof providing safe and easy access for sail changing.

Sails are of finest quality terylene and the spars are of high quality alloy section, gold anodised, with double lower shrouds and a single topmast shroud. The boom, also gold anodised, is fitted with roller reefing and kicking strap attachment. The ballast keel of close grained cast iron is encapsulated in the fin moulding. The rudder, with 1 in. solid shaft is a moulded hydrodynamic section for optimum performance. A lifting pattern tiller is standard equipment. A masthead rig is now incorporated and shrouds are fitted with anti-chafe protection.

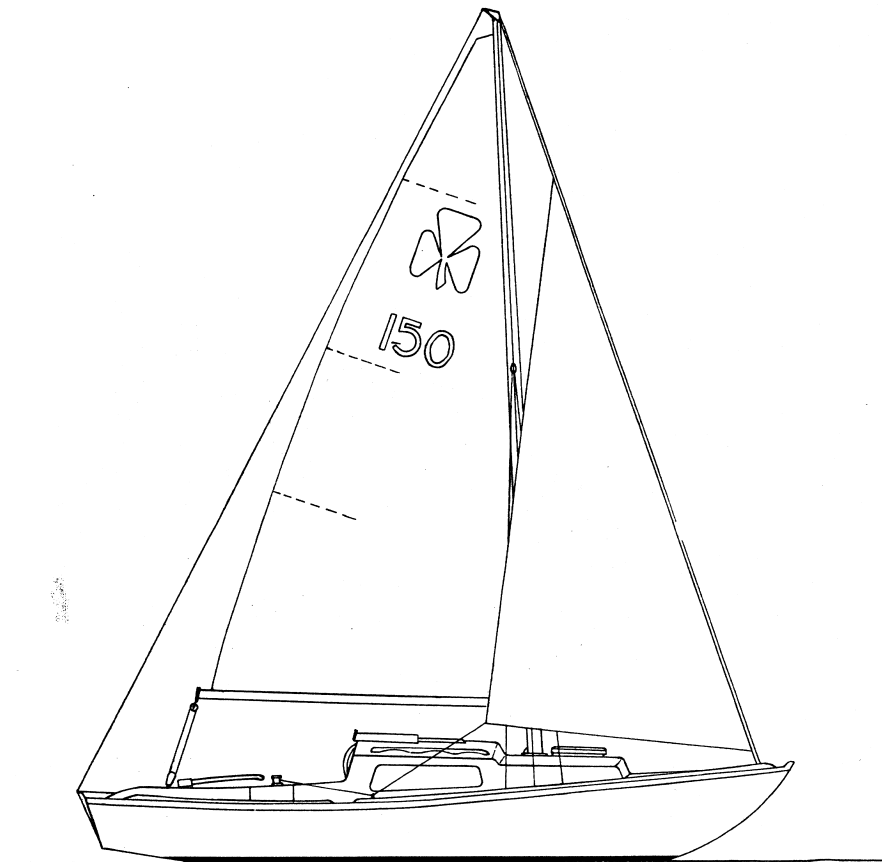
The high standard of accommodation has been maintained. Two full length quarter berths are installed with two full length berths forward. The galley is situated centrally to port with lockers and formica covered work top. Adequate storage is provided below for food and utensils.

The sink is located on the starboard side on top of a storage locker. There is a wooden cover for when the sink is not in use. Toilet stowage is beneath the fore hatch, the space provided will take either a sealed chemical unit or a flushing sea toilet. Lockers are provided port and starboard beneath the side decks and stowage is also available under the berths.

The Mk. II 'CORRIBEE 21' is built in heavy duty resin glass by the sole builders who have many years' experience in G.R.P. construction. She is a worthy successor to the original 'CORRIBEE 21' which in the recent

Weymouth Rally performed outstandingly, winning her division in every race and on one occasion was the fastest monohull irrespective of size or class. Accommodation, construction and sailing performance were highly praised by the judges.

The twin keel version of the 'CORRIBEE 21' with a similar specification is being retained for those who require a boat with the ability to take 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.



REMEMBER THESE STAR FEATURES

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

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CORRIBEE KITS

In the past a certain number of Corribee 21 Cruisers have been sold as kits as a result of special requests by customers. While old style Corribee 21 was a more than satisfactory boat it was not originally designed for completion from kit form and required many hours of fitting for bunk and galley units and as the correct fitting of bulkheads was beneficial to the strength of the boat it called for skills not normally possessed by every amateur. All that is now changed. We have revised the layout of the Corribee in producing the Mark II so that it is easily completed either with one of our kits or without.

In the first place we have done away with the difficult assembly of Mahogany coamings and these now come moulded as an integral part of the deck. It is now a simple matter of drilling holes and tightening nuts to fasten all deck fittings. Windows come complete and require only the cutting of the aperture and the drilling of fixing holes.

The basic package consists of the hull with balast inserted and sealed in fibreglass. The main bunk moulding is bonded in forming the locations for toilet, galley and storage locker. The deck is bonded on and the rubbing strake rivetted on with holes plugged. The rudder tube is bonded in position together with the after bulkhead under the cockpit floor.

With this basic package which includes, rudder, together with the deck fittings package, and a mast sails and rigging package plus a few week-ends work you will be sailing. The interior could come later at your convenience or when you can afford it.

The galley unit and the storage lockers together with all other trim woodwork can be obtained in kit form or these can be constructed at your convenience from our plans or to your own design. The main bunk and bottom moulding features moulded recesses and location points for all the units, hatch lids etc.

In a few extra week-ends you can have your Corribee 21 completed with the double satisfaction of having saved money and at the same time having achieved a professional-looking finish.

Your boat is then suitable for either cruising, racing or extended passage making. Mark your requirements on the attached Price List and start now. Marine mortgages and Board of Trade registration is available only when a basic hull package, deck fitting package, mast sails and rigging package are sold together.