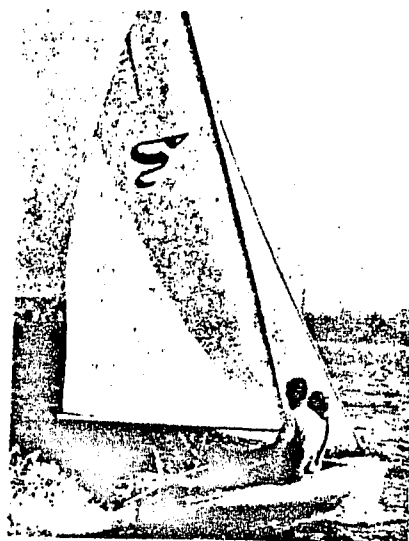


DESIGN FORUM



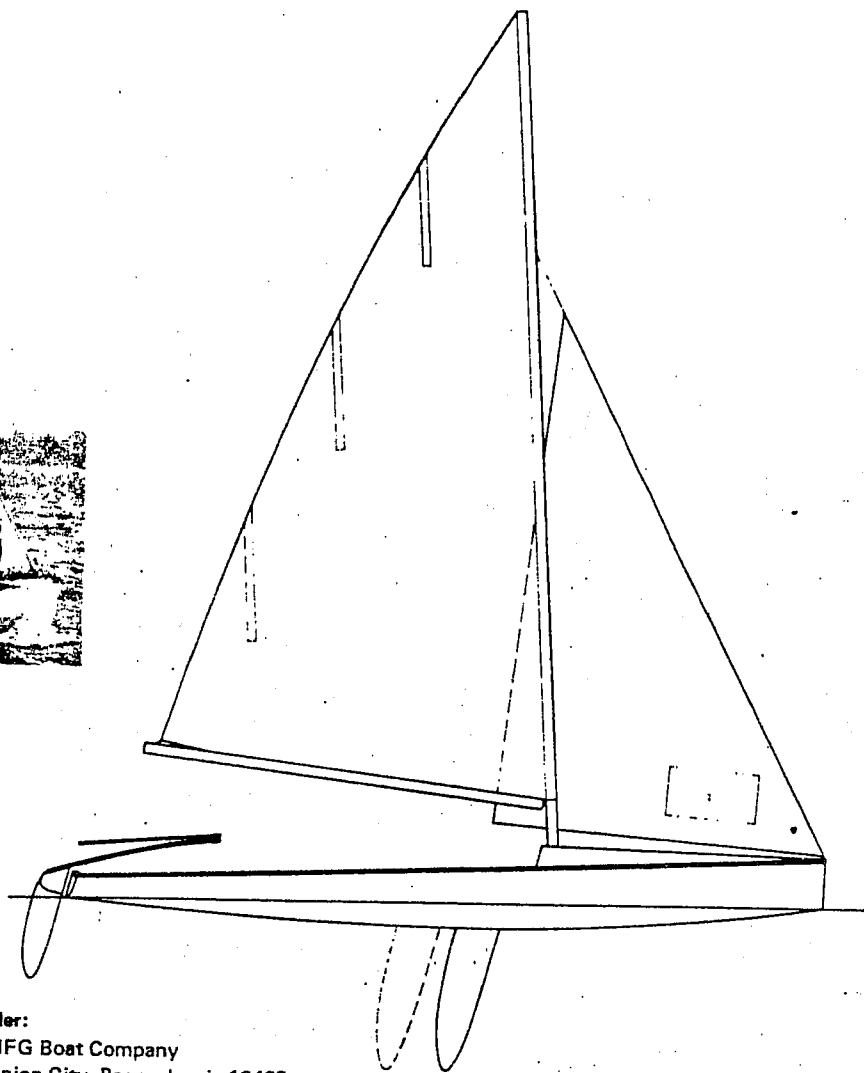
Sidewinder

Dimensions:

L.O.A., 15' 3"
L.W.L., 15' 1"
Beam, 4' 6"
Draft, 0' 6"
Draft (board down), 3' 6"
Displacement, 175 pounds
Sail Area, 108 square feet
Vertical bridge clearance, 22 feet

Builder:

MFG Boat Company
Union City, Pennsylvania 16438



COMMENTS BY ROBERT G. HENRY JR., N.A.

Sidewinder will appeal to many sailors on two counts—potential speed and low cost. In addition, she is light enough to be hoisted on top of a car for convenient transportation to the sailing ground of your choice.

The drawing of Sidewinder published herewith is very sketchy. At the same time, this is intended to be a very simple sailboat and really there are no cumbersome details that need to be depicted.

It must be borne in mind that just because Sidewinder has a cost of less than one thousand dollars, she is not a suitable boat for the novice or beginner. Any sailboat that will plane in a fresh breeze will have more sail area in relation to displacement than the average craft of the same size. It takes an experienced sailor and knowledgeable crew to handle the resultant speed and high performance. In my opinion,

Sidewinder falls into this very desirable category.

COMMENTS BY THE BUILDER

This unusual planing sailboat, by Britain's famed catamaran designer J. R. (Rod) Macalpine-Downie and mid-west sailmaker Dick Gibbs, is completely unlike any one-design on this side of the Atlantic. Although she has a plumb stem, reverse transom and equal waterline and over-all lengths of fifteen feet three inches, she is as much like a sailboard as a Mercedes is like a Model T Ford.

Most notable feature is Sidewinder's convertible rig, which may be changed from cat to sloop by the addition of a luff spar roller furling jib. A mast hook supports the foresail and two stainless steel stays, needed for additional sail area. The main is loose footed and contains vertical battens, while the nineteen foot six inch ano-

dized aluminum mast breaks in two for stowage. All rigging may be stowed within the cockpit area for ease of car top carrying or trailering.

A two position—fore and aft—aluminum centerboard balances either cat or sloop rig. A forward pull on the extension tiller actuates a mechanism which raises the aluminum kickup rudder if it is fouled by weeds or mooring pennants. When Sidewinder is launched or hauled out on a beach, the rudder may be locked in the up position by engaging the tiller to a fitting on the cockpit sole. If capsized, Sidewinder floats high on a foam filled gunwale and may be righted by even a lightweight skipper standing on the centerboard. Self bailers quickly empty the cockpit when under way.

Sidewinder will be sold with a mainsail of eighty square feet as standard equipment for approximately seven hundred dollars. Jib (37.6 square feet), spinnaker and spinnaker gear are optional.